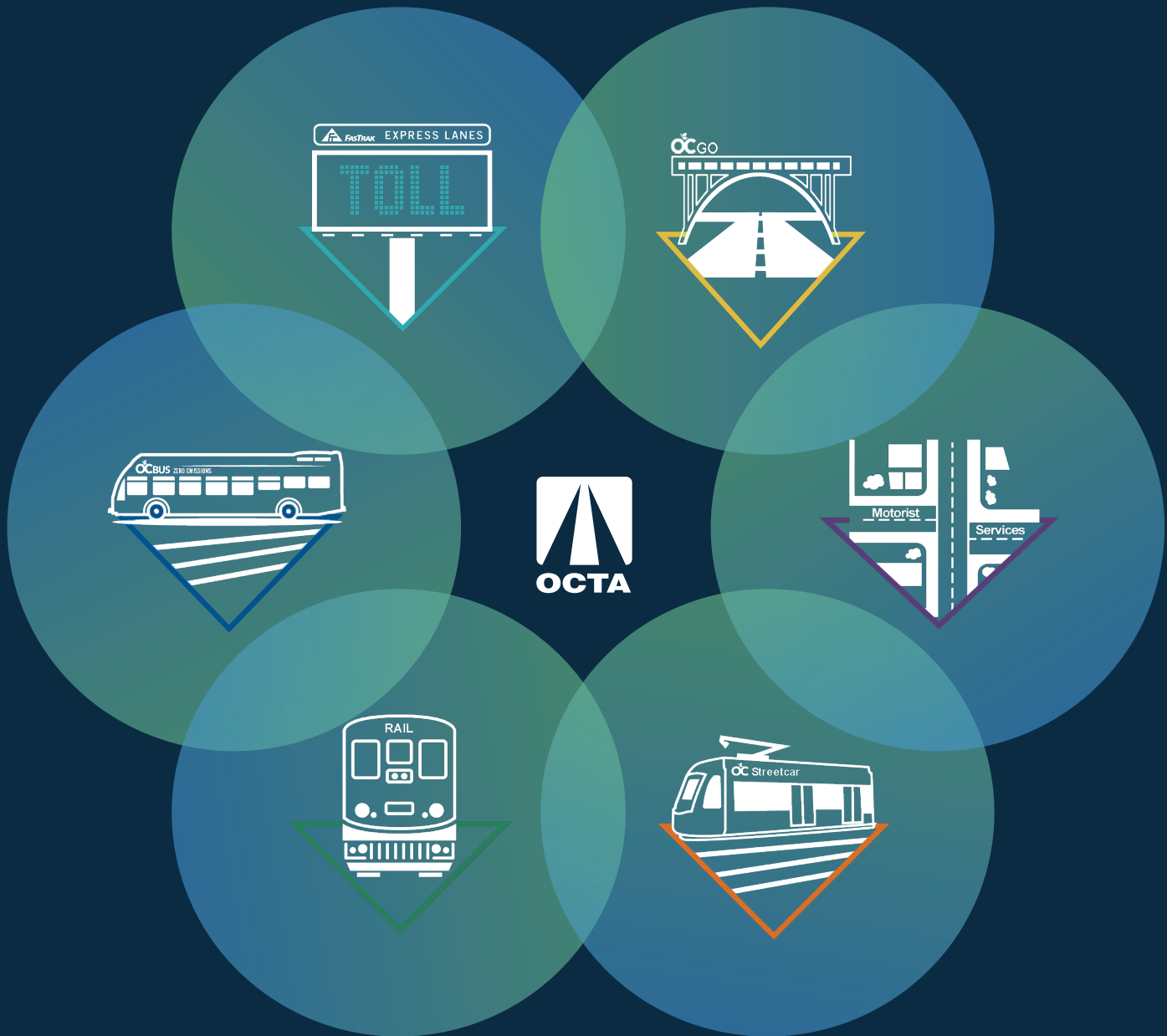


APPROVED BUDGET

FISCAL YEAR 2020-21





June 8, 2020

BOARD OF DIRECTORS

Steve Jones
Chairman

Andrew Do
Vice Chairman

Lisa A. Bartlett
Director

Doug Chaffee
Director

Laurie Davies
Director

Barbara Delgleize
Director

Michael Hennessey
Director

Gene Hernandez
Director

Joseph Muller
Director

Mark A. Murphy
Director

Richard Murphy
Director

Miguel Pulido
Director

Tim Shaw
Director

Harry S. Sidhu
Director

Michelle Steel
Director

Donald P. Wagner
Director

Gregory T. Winterbottom
Director

Ryan Chamberlain
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

Chairman Steve Jones and Members of the Orange County Transportation Authority Board of Directors:

Consistent with the Orange County Transportation Authority's (OCTA) vision, mission, values, and in accordance with the Board of Directors' (Board) Strategic Initiatives, I present to you the fiscal year (FY) 2020-21 budget for OCTA. The FY 2020-21 budget is balanced \$1.43 billion and commits the necessary resources to deliver on OCTA's promises to Orange County.

In Orange County, we join with those locally, nationally, and globally in dealing with the effects of the coronavirus (COVID-19) pandemic. Not only did COVID-19 impact the current fiscal year, but it is anticipated to cross over into FY 2020-21.

OCTA anticipates sales tax revenue will decline by 33 percent in the fourth quarter of FY 2019-20. The FY 2020-21 budget includes an additional 6.6 percent decline in the Measure M2 (M2) Program, the ½ cent voter-approved sales tax for transportation improvements and a 7.1 percent decline in the Local Transportation Fund (LTF), the ¼ cent sales tax, which funds approximately 50 percent of the Bus Program's operating expenditures. In addition, the FY 2020-21 budget provides a baseline of projects and services in Orange County, with the ability to step-up or step-down expenses based on the timing of the recovery.

Under the M2 Program, improvements to freeways, streets and roads throughout Orange County, as well as multiple transit programs will continue. Included in the proposed budget is \$417.7 million to fund freeway improvement projects and approximately \$145.8 million is budgeted to improve streets and roads. The budget also includes \$59.9 million for M2 Transit, including \$31.6 million for ongoing construction of the OC Streetcar.

Bus Program revenues are expected to decline in the next budget year. However, funds from the recently approved Coronavirus Aid, Relief, and Economic Security (CARES) Act will be used to fill in for bus revenue shortfalls and restore service levels up to pre-COVID-19 levels. The FY 2020-21 budget includes up to 1.63 million revenue hours, which is the same level of service provided in the current budget. While the budget will include the necessary resources to quickly pivot to pre-COVID-19 service levels, actual service restoration will occur in a thoughtful manner with public health and ridership demand being the primary considerations. The CARES Act will also provide OCTA with the ability to take a similar approach to commuter rail services funded by OCTA and operated by Metrolink.

The COVID-19 pandemic has not only caused the economy to slow but has resulted in severe traffic declines for the 91 Express Lanes Program. The 91 Express Lanes anticipates trips to decrease from 17.5 million trips in FY 2019-20 budget to 10.9 million in the FY 2020-21 budget.

The FY 2020-21 budget demonstrates OCTA's responsibility to the community in providing an effective and efficient multi-modal transportation network for those workers providing essential services to the community and keeping the residents of Orange County safe.

Sincerely,

Darrell E. Johnson
Chief Executive Officer

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

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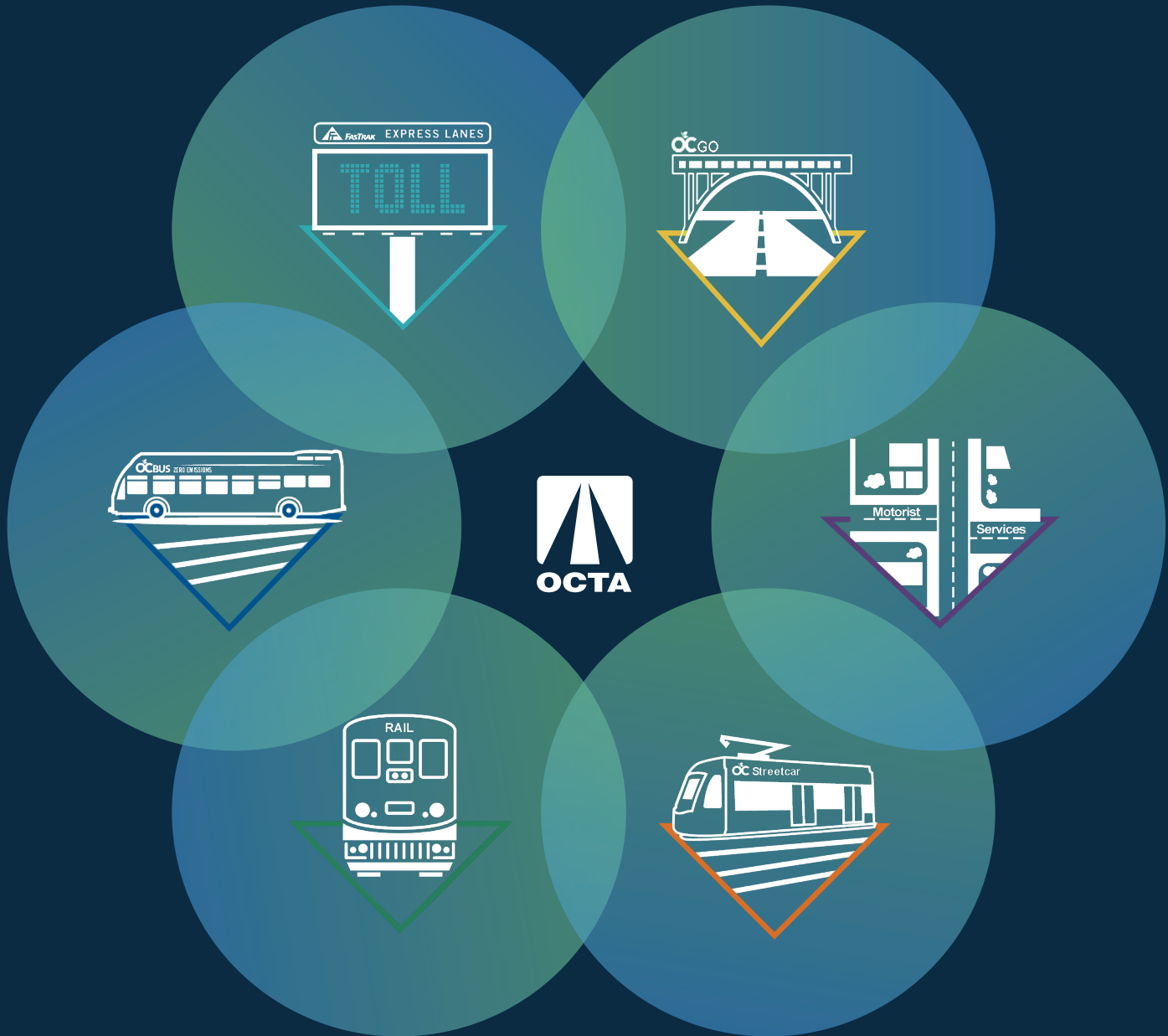


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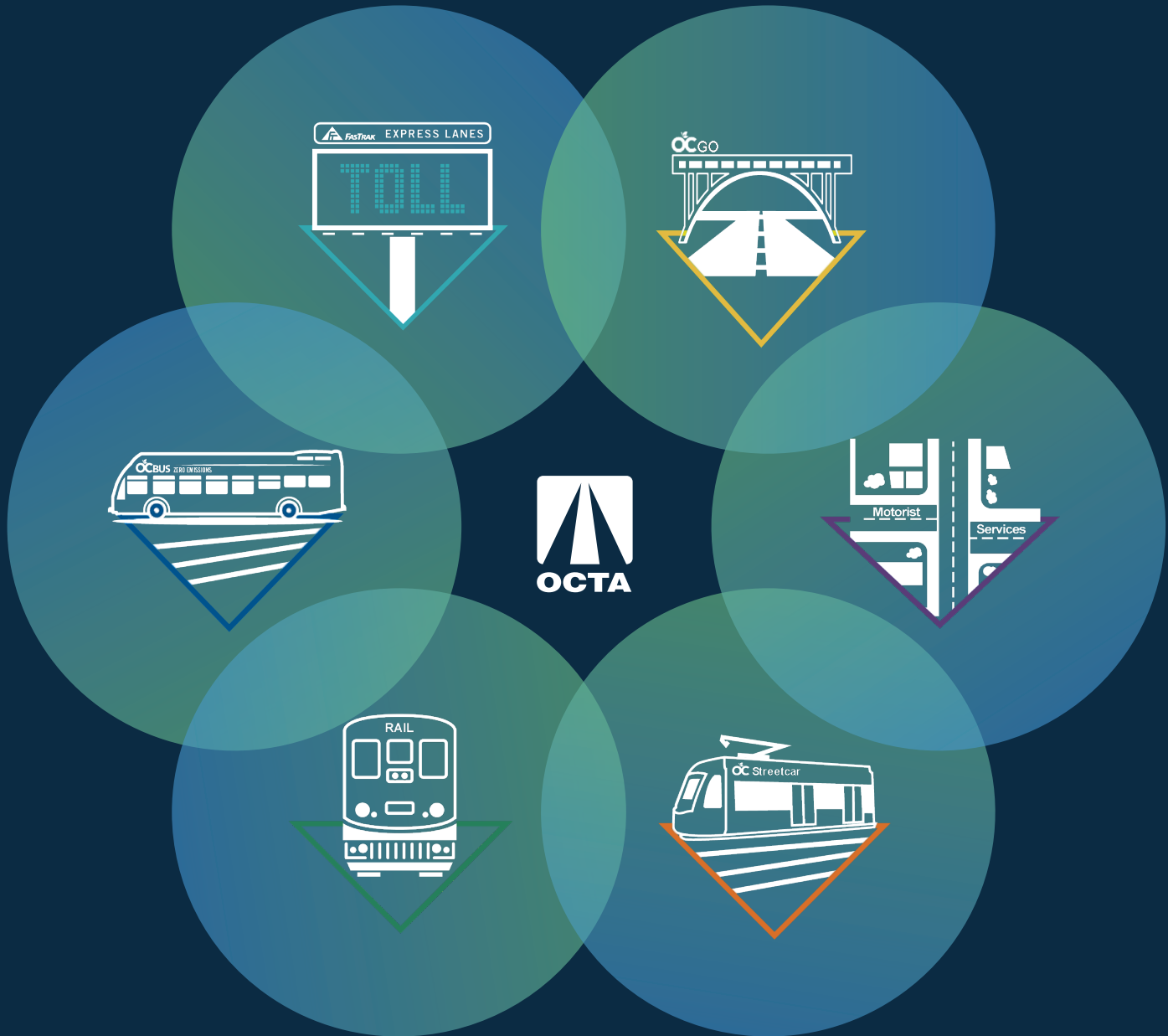
EXECUTIVE SUMMARY

FISCAL YEAR 2020-21



EXECUTIVE SUMMARY

FISCAL YEAR 2020-21





OCTA is governed by an 18-member Board of Directors consisting of five members of the Orange County Board of Supervisors, ten city council members selected by the cities in the supervisorial district in which they represent, two public members selected by the other

15 board members, and a representative appointed by the Governor of California serving in a non-voting capacity. OCTA is managed by a Chief Executive Officer, who acts in accordance with the direction, goals, and policies articulated by the Board of Directors.

2020 BOARD OF DIRECTORS

Steve Jones
Chairman
City Member, 1st District



Andrew Do
Vice Chairman
Supervisor, 1st District



Lisa A. Bartlett
Director
Supervisor, 5th District



Doug Chaffee
Director
Supervisor, 4th District



Laurie Davies
Director
City Member, 5th District



Barbara Delgleize
Director
City Member, 2nd District



Michael Hennessey
Director
Public Member



Gene Hernandez
Director
City Member, 3rd District



Joe Muller
Director
City Member, 5th District



Mark A. Murphy
Director
City Member, 3rd District



Richard Murphy
Director
City Member, 2nd District



Miguel Pulido
Director
City Member, 1st District



Tim Shaw
Director
City Member, 4th District



Harry S. Sidhu
Director
City Member, 4th District



Michelle Steel
Director
Supervisor, 2nd District



Donald P. Wagner
Director
Supervisor, 3rd District



Gregory T. Winterbottom
Director
Public Member

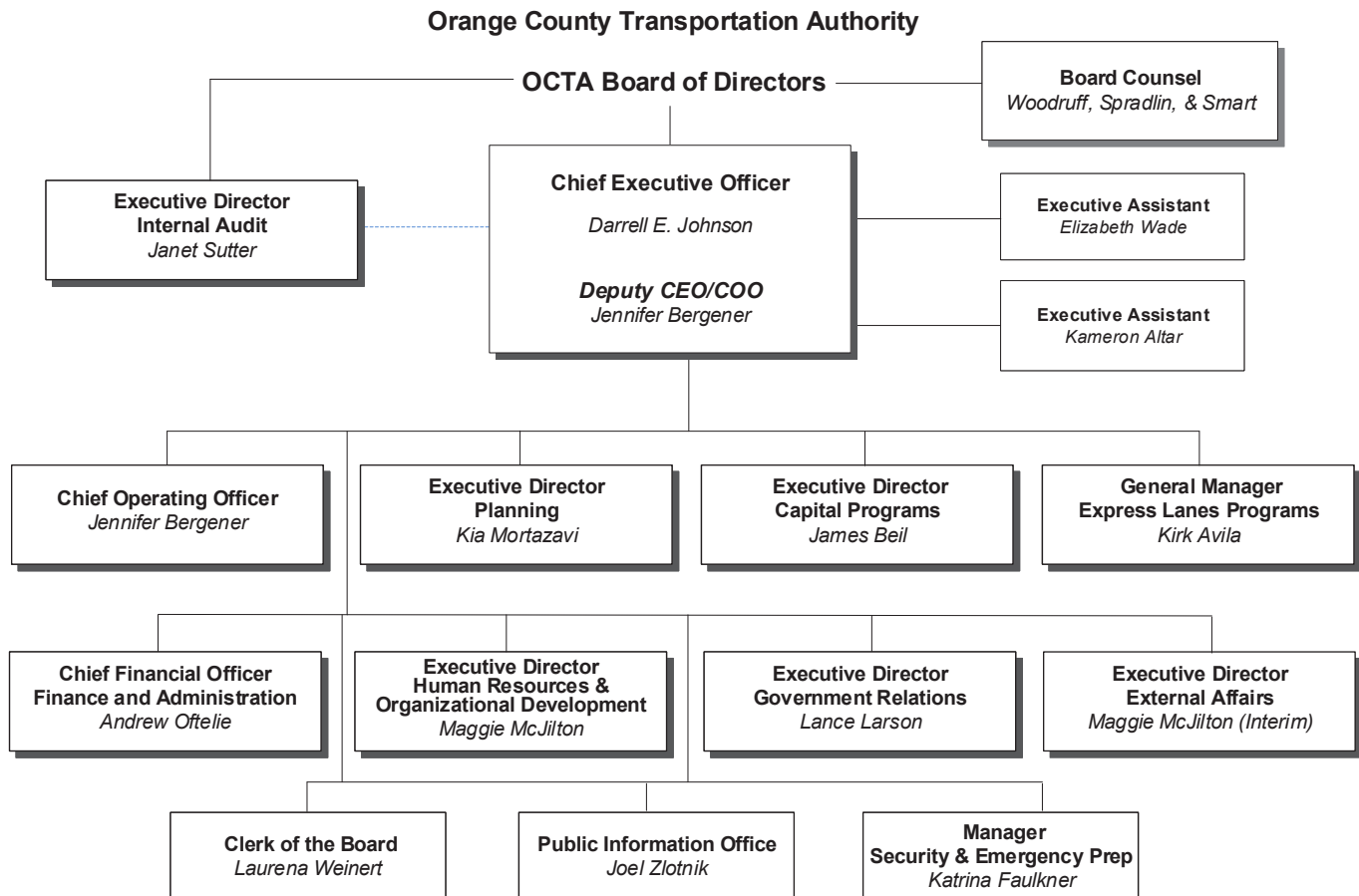


Ryan Chamberlain
Governor's Ex-Officio Member
Caltrans District 12
District Director



Executive Summary

Organizational Chart



Organization Profile

The Orange County Transportation Authority (OCTA) was established by state law and began serving the public on June 20, 1991. OCTA is responsible for providing coordinated, effective, and accountable transportation planning and public transportation services within Orange County.

OCTA works with federal, state, regional, and local agencies to plan, fund, implement, and maintain transportation programs and services throughout Orange County. The Board of Directors (Board) and staff work in close partnership with related agencies from all levels of government as the county's advocate for transportation improvements and ongoing services. Since its inception, OCTA's partnerships have resulted in increased funding for road and highway improvements, expansion of fixed-route bus service, and creation of commuter rail service, all of which expand the variety of transportation choices in Orange County.

Strategic initiatives by OCTA's Board addresses Orange County's many transportation needs. In Fiscal Year (FY) 2019-20, OCTA continued efforts with OC Bus 360°. OCTA improved the bus system and made it more efficient, cost effective, and user-friendly.

Tackling economic challenges head-on, the Board approved the Measure M Next 10 Plan ensuring delivery of transportation promises to Orange County voters. The Next 10 Plan sets a course for Measure M which takes OCTA through 2026. By then, one-half of the 30-year plan will be finished.

Over \$40 million dollars was available to award to Local Agencies in FY 2019-20 to improve streets, intersections, fix potholes, and make the existing network of streets and roads safer and more efficient through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P).

OC Streetcar is moving forward with significant progress. OCTA officially executed the contract for vehicle manufacturing and delivery of eight streetcars, in the amount of \$51.5 million. Subsequently, OCTA awarded the OC Streetcar construction contract, in the amount of \$220.5 million. Construction for the streetcar began on November 30, 2018. This day also marked the acceptance of the Full Funding Grant Agreement, which provides \$149 million in federal grants towards the funding of the program.

As efforts continued on major projects, including the Interstate 5 in South County, OCTA reached a major milestone to protect habitat and wildlife by approving environmental documents that will forever preserve 1,300 acres of wilderness.

On the Interstate 405, the busiest freeway in the nation, a \$1.2 billion dollar design-build contract was awarded, making it the largest in OCTA history. On State Route 91, commuters have an easier ride due to the opening of a new lane on the westbound 91 freeway and the repaving of the 91 Express Lanes.





Strategic Plan Framework

OCTA’s Strategic Plan provides a detailed approach to address Orange County’s transportation needs and provides the framework used for development of the annual budget.

OCTA’s core values describe the behaviors, attributes, principles, and beliefs that guide all OCTA staff. The Strategic Plan Goals and Board Strategic Initiatives are reflected in all of OCTA’s efforts.

OCTA’s Core Values

INTEGRITY

We deliver as promised and do so ethically, fairly, and with transparency.

CUSTOMER FOCUS

We treat our customers with care, consideration, respect, and provide friendly, reliable professional service responsive to their needs.

CAN-DO SPIRIT

We tackle challenges with innovation, vision, and strategic thinking.

COMMUNICATION

We provide consistent, timely, and reliable information in an open, honest, and straightforward manner.

TEAMWORK

We work well together from a sense of shared purpose and mutual respect.

Long-Range Transportation Plan

OCTA updates the Long-Range Transportation Plan (LRTP) every four years. The multi-modal projects and programs included are the basis for the Southern California Association of Governments’ Regional Transportation Plan (RTP). The LRTP provides a visionary blueprint for transportation improvements in Orange County and for development of the RTP.

The goals of the 2018 LRTP, *Designing Tomorrow*, are to assess the performance of the transportation system

Strategic Plan Goals

MOBILITY

Deliver programs, projects, and services to improve the movement of people and goods throughout Orange County and the region.

PUBLIC SERVICE

Enhance customer satisfaction by understanding, connecting with and serving our diverse communities and partners.

FISCAL SUSTAINABILITY

Ensure fiscal health through prudent financial management and by protecting and leveraging available revenue sources.

STEWARDSHIP

Embrace responsible policies and practices designed to promote environmental sustainability and enhance the safety and quality of life in Orange County.

ORGANIZATIONAL EXCELLENCE

Continue the tradition of being a high-performing organization through employee development and efficient business practices.

over a 20+ year horizon, and to identify the projects that best address the needs of the system based on expected population, housing, and employment growth, while taking forecasted financial assumptions into account at the same time. The LRTP will provide both a financially constrained plan, which takes into account funding limitations, and an unconstrained plan, which contains a vast array of potential improvements should additional funding sources become available. The LRTP, which looks out to the year 2040, focuses on:

- Demographic changes and market forces, including projected population, and employment growth in the region
- The introduction of emerging technologies, including connected infrastructure, Transportation Network Companies, and autonomous and electric vehicles



ORANGE COUNTY TRANSPORTATION AUTHORITY

2020 BOARD AND CEO INITIATIVES

BALANCED & FORWARD THINKING



STEVE JONES
Chairman

DARRELL E. JOHNSON
Chief Executive Officer



- Influence from state and federal policies, including the need to meet challenging emission standards
- The unpredictability of transportation funding programs

In addition, because vacant land adjacent to freeways is scarce, there are few opportunities for significant freeway expansion beyond what is already planned through M2. Therefore, future transportation projects will focus on improving the efficiency of the existing system to accommodate the growing travel demand. Proposed solutions include enhancing mass transit, ridesharing, and utilizing managed lanes.

Comprehensive Business Plan

The Comprehensive Business Plan (CBP) is a financially constrained business-planning tool designed to assist OCTA in implementing its strategic goals and objectives. The CBP encapsulates OCTA's major programs and outlines goals and objectives over the next 20-years, as articulated by the Board. This is accomplished within the framework of sound business practices to provide an effective and efficient multi-modal transportation network to the residents of Orange County.

Through the use of financial modeling and divisional input and review, a comprehensive study of economic influences and programmatic needs and objectives are incorporated into a business-planning document. The CBP validates the feasibility of proposed program and service levels, anticipates a variable economic environment, and identifies and proposes policy direction. The CBP is an evolving document that is Board-approved and responds to the ever-changing social, political, and economic environment. The CBP lays the foundation for the annual budget process.

Transit Master Plan

OCTA developed a Transit Master Plan titled the OC Transit Vision to define the future of transit in Orange County. The OC Transit Vision takes a high-level look at long-term transit needs throughout the county, which includes bus, rail, paratransit, and new types of transportation services. The OC Transit Vision identifies the corridors countywide with the greatest demand and potential, and assesses which modes of high-capacity or premium transit, such as streetcar or bus rapid transit (BRT), may be appropriate for each corridor. Finally, the OC Transit Vision prioritizes the projects of most immediate need for near-term development.





Orange County Profile

Orange County occupies 789 square miles and is located in Southern California—south of Los Angeles County, north of San Diego County, and west of Riverside and San Bernardino Counties. Its prime location within the Los Angeles basin offers residents an ideal climate, access to mountains and coastlines, a diverse housing market, and excellent schools. Orange County boasts a thriving business economy and a well-educated work force.

Thirty-four cities are within Orange County, which together with county unincorporated areas have a current population of approximately 3.2 million, making it the third most populous county in California and the sixth most populous in the United States. Based on OCTA's LRTP, Orange County's population is anticipated to grow by ten percent (about 311,000 residents) by 2040.

Orange County's economic success is partially attributed to the amenities provided to its residents. These amenities include prestigious financial centers, numerous shopping and entertainment centers, community colleges, California State University campus, and University of California campus. Also, Orange County offers well-known amusement parks, including Disneyland, Disney California Adventure, and Knott's Berry Farm. Convenient air travel is provided through John Wayne Airport and countywide bus and rail services are provided by OCTA.

Public bus service was launched in 1972 in response to the county's growing population and increasing traffic congestion. In 1990, Orange County voters passed Measure M (M1), which provided additional sales tax revenues for freeways, regional and local street and road projects, and transit projects.

In 2006, OCTA requested and received voter approval for a 30-year extension of the Measure M sales tax. This Measure M Renewal will allow OCTA to continue making transportation improvements throughout the county.

Economic & Financial Condition

Along with the rest of the globe, Orange County is currently experiencing the Novel-Coronavirus (COVID-19) pandemic. This pandemic has caused uncertainty to the global, national, and local economy. Locally, there is a stay-at-home order, which OCTA anticipates will be in effect through the balance of FY 2019-20. Although it is difficult to anticipate what the economic impact and long-term effects of COVID-19 and the stay-at-home order will be, OCTA anticipates significant revenue impacts through FY 2020-21.

OCTA anticipates sales tax revenues for both Measure M2 (M2) and Local Transportation Fund (LTF) will decline by 33 percent in the fourth quarter of FY 2019-20, resulting in an overall 8.5 percent decline when compared to FY 2018-19. Based on the forecast provided by MuniServices, LLC., sales tax revenue is estimated to decline by 6.6 percent for M2 and 7.1 percent for LTF in FY 2020-21. Other major revenue sources are expected to decline as well, such as, farebox, advertising, State Transit Assistance Funds (STAF), and Express Lanes revenues.

Although these revenue impacts are anticipated to be significant, OCTA has a number of tools available to counter such revenue impacts. First, OCTA is well positioned from a cash perspective and has reserves available to continue running bus operations and delivering capital projects. Second, OCTA has a strong debt position and financed only a portion of Measure M2 projects and Express Lanes projects, with no debt pertaining to OCTA bus operations. Lastly, OCTA anticipates receiving approximately \$222.1 million in Coronavirus Aid, Relief, and Economic Security (CARES) Act funding from the federal government to mitigate revenue impacts due to COVID-19 and the stay at home order. This amount includes \$157.5 million for the Bus Program and \$64.6 million to support Metrolink.



Sources and Uses

In an effort to continue fiscal sustainability, OCTA has balanced the FY 2020-21 budget. Sources and uses of funds are outlined in the executive summary.

Sources of Funds

Total sources of funds are a combination of \$1,004.2 million in revenue and the planned use of prior year designations of \$423.4 million for a total of \$1,427.6 million. The following highlights each funding source within these categories.

Local Sources

It is anticipated that OCTA will receive \$320 million from local sources in FY 2020-21. Most of the local sources come from the one-half cent sales tax receipts collected under M2 (\$282.9 million). In FY 2020-21, OCTA anticipates a decline of 6.6 percent due to the COVID-19 pandemic. This forecast is based on the forecast provided by MuniServices, LLC. Additional local sources include property tax, advertising revenue, and contributions for projects from local jurisdictions.

Federal Sources

OCTA receives federal assistance on a formula and competitive basis. OCTA anticipates receiving \$374.3 million from federal sources in FY 2020-21, which consist of \$95.6 million in operating assistance and \$220.1 million in capital assistance. CARES Act funding of \$58.6 million to supplement federal funding is also included in FY 2020-21. It is anticipated \$249.2 million will be received in association with bus purchases, bus operations, preventive maintenance, and other transit program initiatives. In addition, the Rail Program includes \$21 million in federal assistance.

State Sources

It is expected that \$222.3 million will be received from state sources in FY 2020-21. The sources of state revenue include the one-quarter cent Local transportation Fund (LTF) sales tax (\$145.8 million) and the State

Transit Assistance Fund (STAF) (\$30.1 million). These revenue sources help fund the operations, administration, and capital expenditures of the bus program. In FY 2020-21, OCTA anticipates state sources of revenue will be negatively impacted by the COVID-19 pandemic. It is estimated LTF will decline by 7.1 percent based on the forecast provided by MuniServices, LLC. STAF incorporates the transportation Road Repair and Accountability (RRAA) Act and is forecasted in the amount of \$17.8 million for the Bus Program. OCTA will also receive \$6.2 million in RRAA for Freeway Service Patrol (FSP) and other projects.

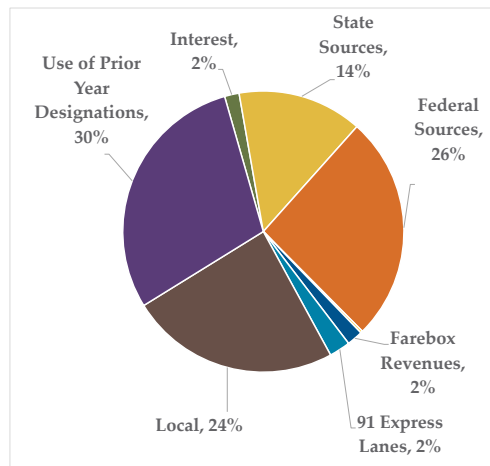
State sources also include \$40.2 million in reimbursements from other agencies, State Transportation Improvement Program (STIP), and other discretionary funding sources. The State notifies OCTA of available grant funding based on bond sales, the State budget, etc. These funds will be used primarily for freeway projects, signal synchronization projects, rail improvement projects, and capital planning.

Farebox Revenue

Farebox Revenue is anticipated to be impacted by the COVID-19 pandemic. Farebox revenue is derived from passenger fares generated from fixed-route bus service and paratransit service, including senior and disabled fare subsidies. The farebox revenue represents one of the primary sources used by OCTA to offset the costs of bus service. Farebox revenue is projected to be \$28.4 million in FY 2020-21 which consists of \$26.4 million in passenger fares and \$2.0 million in fare subsidies.

91 Express Lanes Revenue

91 Express Lanes revenues are anticipated to decline due to the COVID-19 pandemic. It is anticipated that 91 Express Lanes toll revenues will reach \$32.7 million. Non-toll revenues are expected to reach \$2.3 million resulting in 91 Express Lanes total revenues in the amount of \$35 million.





Interest Income

OCTA’s Treasury Department anticipates COVID-19 will impact interest income and projects that OCTA will earn \$24.2 million in interest income on its investment portfolio in FY 2020-21. The funds that generate the largest interest earnings are the M2 and Orange County Transit District (OCTD) funds. Interest earnings are projected at a conservative rate of 0.75 percent. Interest income also includes funds that are anticipated to be received from the Internal Revenue Service for the Build America Bonds debt.

Planned Use of Prior Year Designations

In prior years, OCTA has set aside revenue, known as designations, for future capital and program requirements. OCTA will utilize \$423.4 million of prior year designations in FY 2020-21. A draw on M2 prior year designations of \$296.1 million is planned to fund freeways, streets and roads, and M2 transit (Project S) projects. The 405 Express Lanes will utilize \$70.5 million for contributions to the 405 Express Lanes project. The 91 Express Lanes will utilize \$44.3 million for contributions to the State Route 91 (SR-91) improvement project (M2 Projects I and J). Prior year designations of \$5.9 million will be utilized from the Commuter Rail Fund to support Metrolink capital improvements. Prior year designations of \$5.7 million will be utilized from the OCTD to support fixed assets and non-revenue vehicles.

Uses of Funds

The expenditures projected for FY 2020-21 are expected at \$1,368.8 million, with \$58.8 million designated for future use. Appropriations are allocated in five categories and summarized below.

Services and Supplies

These items include appropriations for the purchase of services (e.g., engineering, design, contract transportation services, and consultant services) and supplies (e.g., fuel, maintenance parts, office supplies, and software). Total budgeted services and supplies for FY 2020-21 is \$580.2 million with \$172.3 million re-

lated to contributions to other agencies including M2 Local Fair Share, M2 Regional Capacity Program grant payments, Environmental Mitigation Program, and the Regional Traffic Signal Synchronization program. Contract transportation is budgeted for \$112.1 million.

Capital and Fixed Assets

This category of expenses includes all capital equipment purchases (\$5,000 minimum and an initial useful life in excess of one year), which includes freeway and capital construction projects, and right-of-way acquisitions totaling \$549.9 million. Most of the capital investments will be made in freeways projects, bus purchases, and station improvements.

Salaries and Benefits

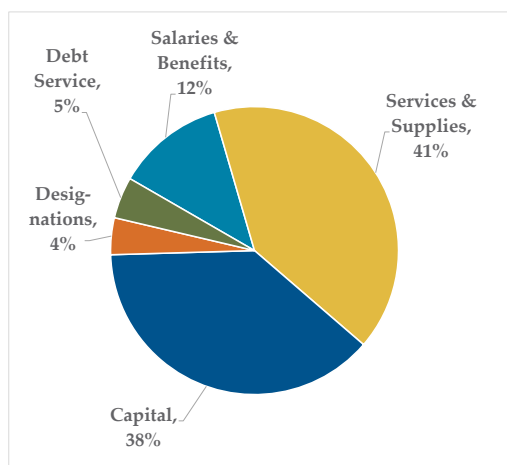
This category includes the cost for salaries and employee benefits budgeted at \$172.6 million. This represents a 0.1 percent increase from the FY 2019-20 budget. Los Angeles – San Diego – San Luis Obispo Rail (LOSSAN) salaries and employee benefits remained flat across the fiscal years.

Debt Service

Debt service requirements for FY 2020-21 will be \$66.1 million. Funds in this category are used to account for the accumulation of resources for, and payment of, OCTA’s long-term debt obligations, including principal and interest costs. The M2 Debt Service Fund will expend \$43.8 million, 405 Express Lanes Fund \$11.5 million, and 91 Express Lanes Fund \$10.8 million in principal and interest expense.

Designation of Funds

Funds in this category are set-aside for future use. FY 2020-21 has \$58.8 million in designations, of which \$43.5 million is designated for future bus program capital projects. Commuter rail revenue of \$8.4 million and 91 express lanes revenue of \$6.9 million will be set aside for the future improvements.



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The External Sources and Uses Summary below provides a high-level summary of OCTA's sources and uses, including use of prior year designations and designations in the FY 2020-21 budget.

External Sources and Uses Summary			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
5100 Passenger Fares	44,725,687	44,457,235	26,410,011
5500 91 Express Lanes Revenue	57,748,669	60,515,587	34,990,000
6010 State Transit Assistance	1,576,653	4,531,990	3,072,281
6020 State Assistance	31,928,190	28,885,602	4,812,497
6030 Federal Operating Assistance Grants	83,347,272	86,698,961	154,178,775
6040 Federal Capital Assistance Grants	49,936,205	241,710,174	220,115,790
6050 Reimbursement from Other Agencies	12,503,830	26,840,793	33,141,426
6100 Property Taxes	16,971,132	16,567,326	17,030,400
6101 Taxes	561,267,163	578,476,481	465,023,664
6103 DMV Fees	2,977,625	2,960,000	2,700,000
6110 License Fees	370,669	201,891	115,255
6200 Interest Income	74,420,255	49,936,148	24,231,278
6300 Other Non-operating Revenue	11,714,258	14,367,804	14,800,240
6550 Proceeds Sale of Capital Asset	6,108,241	3,609,406	3,605,198
6900 Bond Proceeds	446,031,987	0	0
Subtotal Revenues	\$ 1,401,627,836	\$ 1,159,759,398	\$ 1,004,226,815
Use of Prior Year Designations	351,808,587	365,435,055	423,393,636
Total Sources	\$ 1,753,436,423	\$ 1,525,194,453	\$ 1,427,620,451
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7100 Salaries and Benefits	167,157,118	172,352,540	172,626,154
7300 Purchased Transportation Services	93,988,057	104,136,407	112,050,148
7500 Professional Services	109,921,183	223,257,898	252,529,400
7540 Insurance Claims/Premiums	7,770,602	8,656,413	11,580,973
7600 General and Administrative	13,195,402	16,115,395	13,922,408
7700 Maintenance Parts and Fuel	19,769,093	21,546,791	17,797,673
7800 Contributions to Other Agencies	122,075,982	169,677,016	172,268,616
8111 Interest Expense	32,352,810	50,490,314	51,650,844
8112 Principal Payment On Long Term Debt	8,165,000	8,530,000	14,485,000
8280 Payment to Refunded Bond Escrow	45,062,409	0	0
9000 Capital Expenditures	420,276,774	667,775,353	549,913,119
Subtotal Expenses	\$ 1,039,734,430	\$ 1,442,538,127	\$ 1,368,824,335
Designations	713,701,993	82,656,326	58,796,116
Total Uses	\$ 1,753,436,423	\$ 1,525,194,453	\$ 1,427,620,451



Financial Reports

The Designations Detail and Use of Designations Detail reports, on this page and the next page, present the designations and planned use of prior year designations by the project or activity for which they will be utilized.

Use of Designations Detail			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
91 Express Lanes	0	50,100,000	44,271,495
Bus Capital	1,836,209	76,404,371	5,709,257
Freeways	0	144,773,618	199,739,752
I-405 Express Lanes	95,792,049	63,456,575	70,480,854
OC Streetcar	250,371,772	0	31,977,747
OCTAP	0	0	7,052
Planning Studies	0	0	813,512
Rail Capital	0	7,689,391	5,915,967
Rail Operations	0	21,903,947	0
SAFE	3,520,620	604,153	0
Streets and Roads	0	0	64,425,000
Use of Reserves for GF	287,937	0	0
Use of Reserves for M1	0	503,000	53,000
Total Use of Prior Year Designations	\$ 351,808,587	\$ 365,435,055	\$ 423,393,636





Designations Detail			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
ARBA Contributions	668,569	733,643	0
Designations for OCTAP	14,267	40,876	0
Designation for OCUTT	751,200	35,343	0
Designation for M2 Projects	459,231,347	0	0
Designated for Future SR-91 Projects	43,892,413	28,229,932	6,886,385
Fixed Asset Reserve	95,780,602	53,616,532	43,471,988
M2 Bond Excess	12,879,766	0	0
Personal Liability & Property Damage	761,654	0	0
Reserve for Rail Capital	4,488,035	0	0
Reserve for LTF Funded Items	3,856,063	0	0
SAAV Balance	168	0	0
Scholarship Fund future use	941	0	0
Use of Reserves for Rail Capital	90,005,164	0	8,437,743
WC Designation	1,371,804	0	0
Total Designations	\$ 713,701,993	\$ 82,656,326	\$ 58,796,116





The External Fund Level Summary reports, on this page and the next page, summarize the Sources and Uses by Fund.

External Fund Level Summary - Sources			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
405 Express Lanes	95,466,479	65,533,905	70,480,854
91 Express Lanes	66,353,949	116,225,698	81,982,990
ARBA Trust Fund	1,985,109	1,977,029	1,332,707
Commuter and Urban Rail Endowment	4,594,366	0	0
Commuter Rail	22,712,407	62,375,004	49,613,874
General Fund	10,964,298	17,589,562	15,130,126
Internal Service Fund-PL and PD	797,792	544,956	479,234
Internal Service Fund-Workers' Compensation	1,495,126	1,169,769	1,058,556
Local Transportation Authority Measure M2	861,957,679	621,728,854	678,897,285
Local Transportation Fund	180,947,897	176,718,824	145,800,304
Measure M2 Bond Debt Service	6,800,571	6,010,227	5,540,306
OC Streetcar	-345	0	0
Orange County Taxi Administration Program	628,083	442,757	435,523
Orange County Transit District	183,210,918	383,162,390	325,822,064
Orange County Unified Transportation Trust	776,548	153,434	894,180
Scholarship Fund	18,122	13,617	18,311
Service Authority for Abandoned Vehicles	171	0	0
Service Authority for Freeway Emergencies	7,350,699	8,228,035	6,854,225
State Transit Assistance Fund	42,880,928	46,780,707	28,048,342
Transit Development Capital Project	264,495,626	16,539,685	15,231,570
Total Authority	\$ 1,753,436,423	\$ 1,525,194,453	\$ 1,427,620,451





External Fund Level Summary - Uses

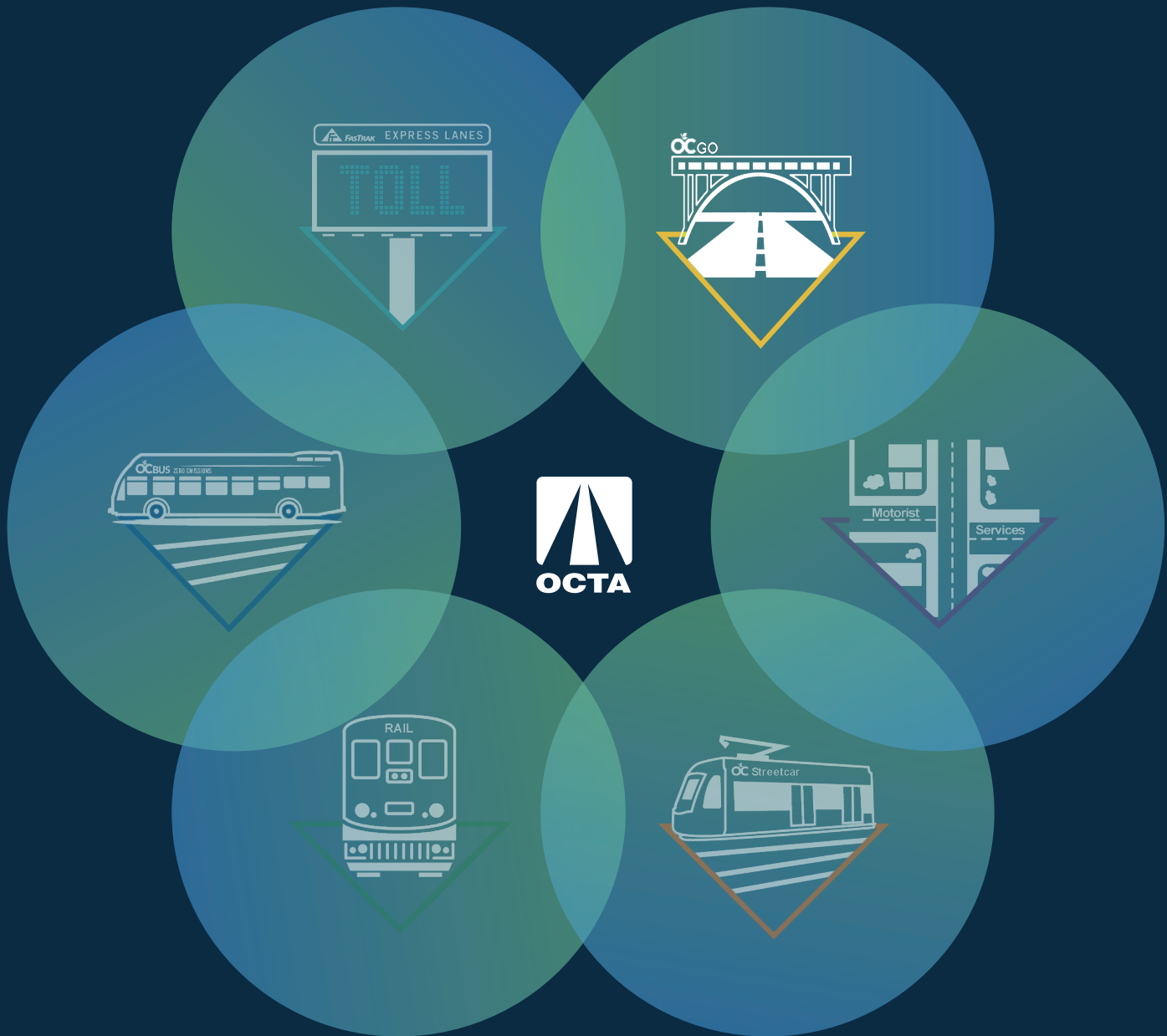
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
405 Express Lanes	23,883,889	62,227,964	67,042,099
91 Express Lanes	62,859,825	62,675,812	37,150,084
APTA	11,196	45,000	40,000
ARBA Trust Fund	1,985,109	1,977,029	1,332,707
Commuter and Urban Rail Endowment	4,559,726	0	0
Commuter Rail	136,094,903	83,788,858	67,266,667
General Fund	81,279,094	100,531,204	99,621,760
Internal Service Fund-PL and PD	3,305,228	3,750,613	5,119,083
Internal Service Fund-Workers' Compensation	7,776,253	6,180,478	10,057,990
Local Transportation Authority Measure M2	718,818,734	547,935,440	597,951,141
Local Transportation Fund	8,539,017	4,740,199	3,581,132
Measure M2 Bond Debt Service	41,674,604	44,123,080	43,839,650
OC Streetcar	6,414	27,440	252,675
Orange County Taxi Administration Program	359,140	199,801	166,575
Orange County Transit District	355,113,570	549,754,337	440,719,780
Orange County Unified Transportation Trust	776,548	153,434	894,180
Scholarship Fund	18,122	13,617	18,311
Service Authority for Abandoned Vehicles	171	0	0
Service Authority for Freeway Emergencies	6,547,657	8,310,677	8,655,590
State Transit Assistance Fund	1,291	0	0
Transit Development Capital Project	299,825,932	48,759,470	43,911,027
Total Authority	\$ 1,753,436,423	\$ 1,525,194,453	\$ 1,427,620,451



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MEASURE M2

FISCAL YEAR 2020-21



MEASURE M2

FISCAL YEAR 2020-21





Measure M2

Description

On November 7, 2006, the voters of Orange County chose to extend the Measure M1 (M1) half cent sales tax for another 30 years from 2011 through 2041. Measure M2 (M2), administered by the Orange County Transportation Authority (OCTA), will generate billions of dollars to improve transportation in Orange County. M2 is designed to reduce traffic congestion and enhance overall mobility. Improvements in the plan include improving key freeways, upgrading major interchanges, adding capacity, and maintaining streets and roads. M2 allocates 43 percent of funds to freeway projects, 32 percent to streets and roads, and 25 percent to transit projects.

M2 Program Planning

Next 10 Plan

When the M2 Investment Plan was initially developed, forecasts projected M2 sales tax revenue available for projects and programs at \$24.3 billion. Since the Great Recession in 2008, projected sales tax revenue has dropped by \$10.9 billion and previous estimates project the total at \$13.4 billion. However, the estimates will be revised as the economic impacts of COVID-19 are assessed.

On November 11, 2019, an update to the Next 10 Plan was approved by the Board, reflecting new cash flows, schedule, and project information. This comprehensive plan reviewed priorities and funding commitments over a ten fiscal year period (2017-2026) to ensure that promises made in the M2 Investment Plan can continue to be delivered despite changing economic and revenue shortfall impacts. While the updated Next 10 Plan incorporates the lower M2 sales tax revenue forecast, OCTA has been fortunate in leveraging external state and federal funding to help deliver projects. This review confirmed that the Next 10 Plan remains deliverable.

Accomplishments in FY 2019-20

Contract awarded and began construction on the first segment of the Interstate 5 (I-5) project from State Round 73 (SR-73) to El Toro Road (Projects C and D), one of the M2 Program's major projects. The total project includes one new northbound and southbound general-purpose lane, and reconstruction of the Avery Parkway interchange. Additional capacity and operational improvements include re-establishing existing auxiliary lanes and modifying on- and off-ramps.

OCTA earned the award for Construction Project of the Year for the I-5 High-Occupancy Vehicle (HOV) improvement project between Avenida Pico and Avenida Vista Hermosa (completed in 2018). The award, given by the American Society of Civil Engineers, cited the project's unique technical achievements, complexity, and engineering features.

Began construction on the I-5 project between State Route 55 (SR-55) and State Route 57 (SR-57) (Project A) to improve traffic flow on this portion of the I-5 freeway. Caltrans is the lead agency for the project and is working with OCTA to complete this important segment of central Orange County mobility.

Re-opened the first of 18 new freeway overcrossings at Slater Avenue in Fountain Valley as part of the Interstate 405 (I-405) Improvement Project. The road was closed to traffic throughout the process and fully demolished and reconstructed in less than a year.

Awarded design contracts on the first of three segments for the State Route 91 (SR-91) improvements between SR-57 and SR-55, part of Project I in the M2 Program. After design work is complete, construction will add a general-purpose lane in the eastbound direction and provide westbound operational improvements.



Measure M2 Program

Freeway Program

Description

The largest component of the overall M2 Program is the Freeway Program. It receives 43 percent of the net sales tax revenue. In the approved FY 2019 updated Next 10 Plan, \$4.3 billion in freeway projects will be delivered, and by FY 2026, an estimated 26 out of 30 total M2 freeway project segments are scheduled to be completed. The Interstate 405 (I-405) Improvement Project, at \$1.9 billion in estimated cost, will be the largest capital project that OCTA has delivered in its history. This project, slated to open in FY 2023, is concurrently under final design and construction. Another major freeway project that OCTA has been working on is the \$596 million I-5 widening project in south Orange County. Construction began in FY 2019 and will be completed in three segments with the first segment scheduled for completion in late FY 2023 and the last segment scheduled for completion in early FY 2025.

Within the Freeway Program, the Environmental Mitigation Program (EMP) is designed to address biological impacts from the M2 freeway projects and is achieved through a comprehensive mitigation effort in exchange for streamlined approval by state and federal agencies of the M2 freeway projects. OCTA contributes approximately \$2.9 million annually into an endowment fund for long-term management of seven OCTA Preserves, areas of protected land in Orange County. The M2 Environmental Cleanup Program helps improve overall water quality in Orange County from transportation-generated pollution. Program funds are allocated on a competitive basis to assist jurisdictions in meeting the federal Clean Water Act's goals of controlling transportation-generated pollution.

Freeway Program	
Project	FY 2020-21 Budget
I-405, SR-73 to I-605 (Project K)	128,962,769
I-5, Santa Ana Freeway (Project C)	100,723,645
SR-55, Costa Mesa Freeway (Project F)	99,141,057
I-5, I-405 to SR-55 (Project B)	35,655,987
SR-91, SR-55 to SR-57 (Project I)	30,000,000
SR-91, SR-241 to SR-71 (Project J)	12,100,000
Freeway Environmental Mitigation	5,665,863
I-605, San Gabriel Freeway Improvements (Project M)	2,500,000
I-5, SR-55 to SR-57 (Project A)	1,700,000
SR-91, I-5 to SR-57 (Project H)	595,900
I-5, Santa Ana Freeway Interchange Improvements (Project D)	450,000
SR-57, Orange Freeway (Project G)	200,000
Freeway Program Total	\$ 417,695,221



Goals in FY 2020-21

In FY 2020-21, the Freeway Program will continue construction on the I-405 Improvement Project. The project improvements include adding a general purpose lane in each direction of the I-405 Freeway from Euclid Street to the Interstate 605 (I-605) Interchange (Project K) and adding an additional lane in each direction that will combine with the existing HOV lane to provide dual tolled express lanes in each direction on the I-405 from SR-73 to I-605. The project is anticipated to be completed in the fall of 2023.

In coordination with Caltrans, OCTA looks forward to completing construction on the I-5 project between SR-55 and SR-57 (Project A) to improve traffic flow on this portion of the I-5 freeway by increasing it from one to two carpool lanes in each direction with continuous access.

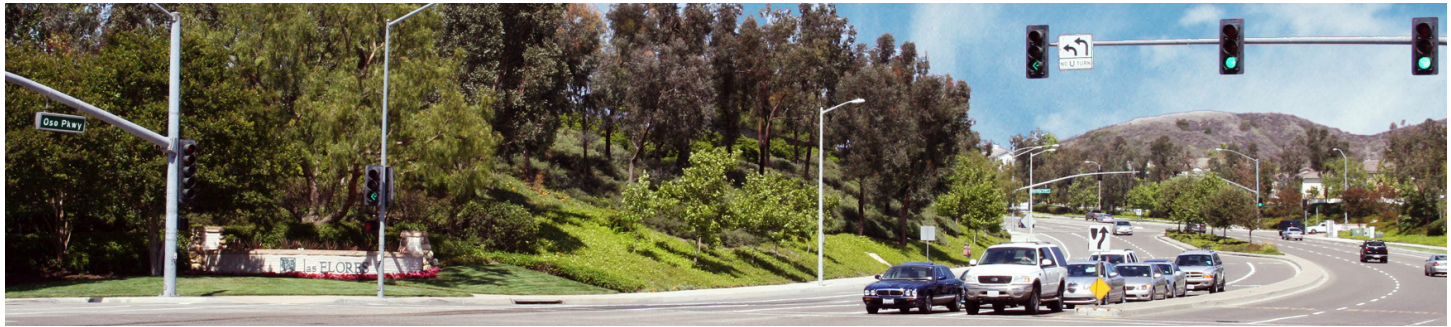
Another goal for the upcoming FY is to award a contract and begin construction on the SR-55 project from I-405 to I-5 (Project F). This project will add one general purpose lane and one additional HOV lane in each

direction of the freeway segment. Continued right-of-way efforts will be underway this upcoming year as well.

Continuing to seek external state and federal grant and funding opportunities to leverage sales tax revenue and deliver all M2 freeway projects as promised to the voters of Orange County.



Measure M2 Program



Streets and Roads Program

Description

The M2 Streets and Roads Program comprises the Regional Capacity Program, Regional Traffic Signal Synchronization Program (RTSSP), and Local Fair Share Program, which are designed to help fix potholes, improve intersections, synchronize traffic signals county-wide, and make the existing network of streets and roads safer and more efficient. The Streets and Roads Program receives 32 percent of net sales tax revenue.

Goals in FY 2020-21

The Streets and Roads Program aims to provide \$55.6 million to local agencies under Regional Capacity Program (Project O) to fund additional capacity and roadway improvements throughout Orange County, and \$35.8 million to local agencies under Regional Traffic Signal Synchronization (Project P) to fund additional signal synchronization projects.

OCTA looks to continue its successful track record of allocating money to local agencies to repair aging local streets and roads under Local Fare Share (Project Q), in an amount of \$48.5 million in FY 2020-21.

Accomplishments in FY 2019-20

The Regional Capacity Program (Project O) enabled OCTA to release the 2020 Call for Projects for \$32 million, programming approximately \$24 million for this competitive grant program. This funding is available to local agencies for additional road improvements throughout Orange County. Since 2011, over 130 projects totaling more than \$290 million have been awarded by OCTA.

Through the RTSSP 2020 Call for Projects, approximately \$8 million was programmed for signal synchronization projects in Orange County. To date, OCTA and local agencies have synchronized more than 2,700 intersections along more than 700 miles of streets improving travel times and reducing delays in local commutes.

Streets and Roads Program	
Project	FY 2020-21 Budget
Regional Capacity Program (Project O)	55,558,300
Local Fair Share (Project Q)	48,548,906
Regional Traffic Signal Synchronization (Project P)	35,797,240
Clean-up Highway/Street Runoff (Project X)	5,841,400
OC Bridges (Project O)	75,495
Streets and Roads Program Total	\$ 145,821,341



M2 Transit Program

Description

The M2 Transit Program consists of various programs targeted to improve rail and bus service and facilities in Orange County. M2 Transit Program receives 25 percent of the net sales tax revenue. These funds are used to support Metrolink service, add transit extensions to the Metrolink corridor, reduce bus fares for senior citizens and persons with disabilities, and establish local circulators.

Accomplishments in FY 2019-20

Construction is continuing in Santa Ana and Garden Grove for the OC Streetcar Project with rail track being laid in the streets. Vehicle manufacturing is underway by Siemens Mobility, Incorporated and vehicle acceptance is anticipated in early 2021.

Through the community-based transit/circulators program (Project V), the Board approved a 2020 Call for Projects in the amount of \$9 million to be available for local agencies to implement city-led seasonal and special event service.

In FY 2019-20, OCTA provided over \$3 million in M2 funds to lower fares for Seniors and Persons with Disabilities under Program (Project U). This resulted in over 9 million boardings for the fiscal year.

Goals in FY 2020-21

Through Metrolink Service Expansion (Project R), OCTA continues to allocate M2 Funds to support the Rail Program in Orange County.

Through Transit Extensions to Metrolink (Project S), continue construction of the OC Streetcar project including a new maintenance and storage facility. The facility will house the streetcar vehicles which are anticipated to be delivered by the manufacturer in early 2021.

Through community-based transit/circulators program (Project V), continue to allocate M2 funds and facilitate successful community transit/circulators to offer expanded service in local communities of Orange County.

OCTA also looks forward to continuing the Expand Mobility Choices for Seniors and Persons with Disabilities Program (Project U) which provides funds to support mobility options for this demographic. In FY 2020-21, this program will allocate 3.47 percent of M2 sales tax revenues to over 35 cities and agencies to provide services and stabilize transit fares.

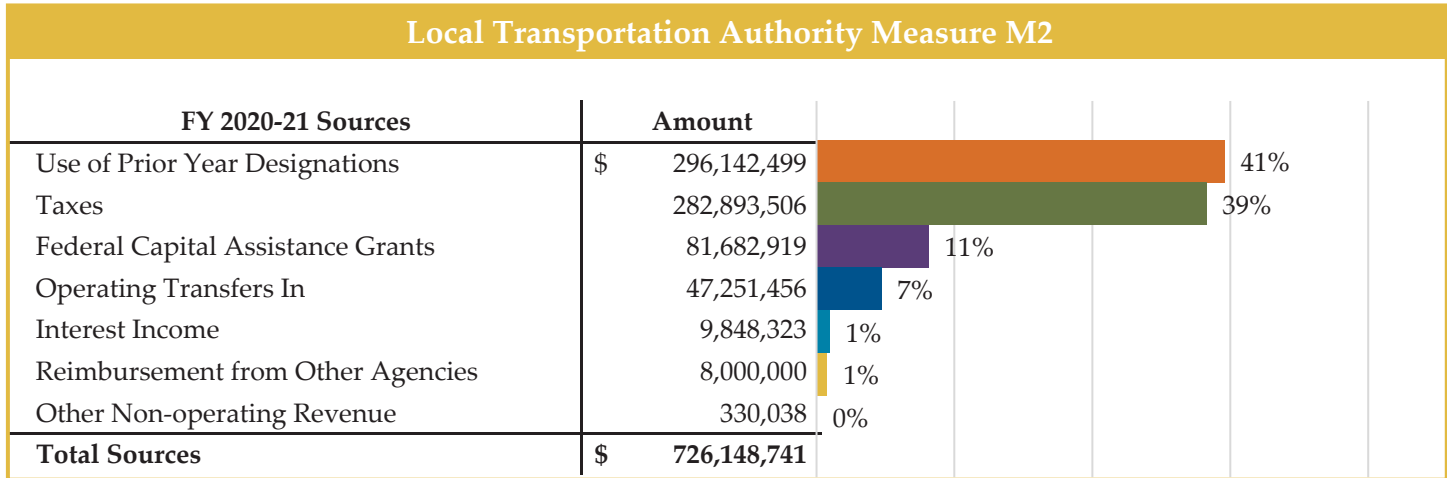
M2 Transit Program

Project	FY 2020-21 Budget
Community-Based Transit Circulator (Project V)	13,034,109
Senior Mobility and Non-Emergency Medical Programs (Project U)	5,603,045
iShuttle Operations (Project R)	4,556,743
Safe Transit Stops (Project W)	2,900,000
Rail Project Support (Project R)	1,829,100
Transit Extensions to Metrolink (Project S)	293,000
M2 Transit Program Total	\$ 28,215,997



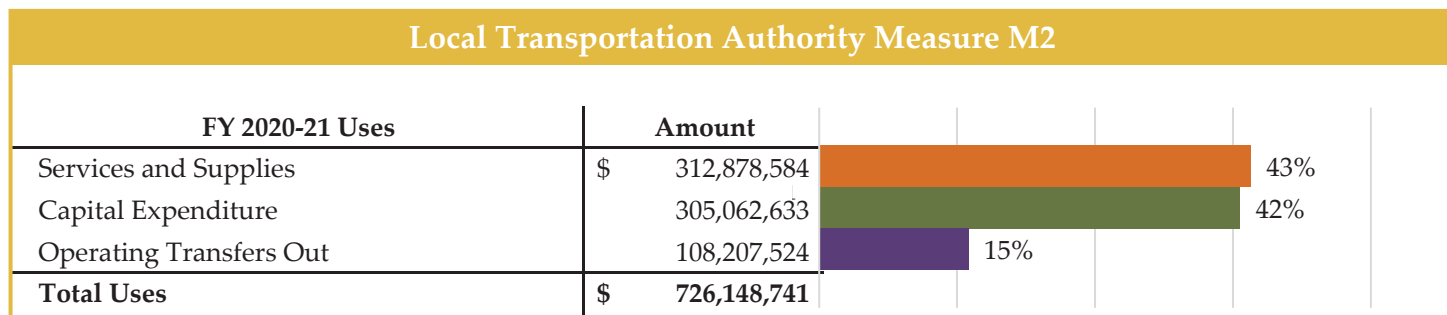
Measure M2 Program

M2 Program Funds



Local Transportation Authority (LTA) M2 Fund

The LTA Fund incorporates all activities associated with the M2 Ordinance approved in November 2006. The M2 Ordinance extended the already established one-half percent sales tax to fund transportation-related projects. The M2 Ordinance covers a 30-year period beginning April 1, 2011 to March 31, 2041. All sales tax revenues, bond proceeds, interest earnings, and project expenditures are accounted for in this fund.





Local Transportation Authority Measure M2 Sources & Uses

Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
5100 Passenger Fares	70,242,968	0	0
6020 State Assistance	9,902,060	27,000,000	0
6030 Federal Operating Assistance Grants	-212,678	0	0
6040 Federal Capital Assistance Grants	33,638,273	74,866,748	81,682,919
6050 Reimbursement from Other Agencies	147,597	4,844,195	8,000,000
6101 Taxes	338,666,008	340,940,092	282,893,506
6107 Road Repair and Accountability Act	0	6,813,811	0
6200 Interest Income	33,753,807	22,490,390	9,848,323
6300 Other Non-operating Revenue	30,625	0	330,038
6500 Operating Transfers In	5,527,027	42,079,741	47,251,456
6900 Bond Proceeds	446,031,987	0	0
Subtotal Revenues	\$ 937,727,674	\$ 519,034,977	\$ 430,006,242
Use of Prior Year Designations	0	144,773,618	296,142,499
Total Sources	\$ 937,727,674	\$ 663,808,595	\$ 726,148,741
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7400 Overhead Allocation	17,963,258	21,636,357	19,990,076
7500 Professional Services	25,752,364	95,255,254	131,951,218
7600 General and Administrative	66,136	1,199,561	725,744
7800 Contributions to Other Agencies	108,692,333	157,162,732	160,211,546
8111 Interest Expense	46,530	0	0
8200 Operating Transfers Out	200,945,682	94,236,798	108,207,524
8280 Payment to Refunded Bond Escrow	45,062,409	0	0
9000 Capital Expenditures	79,967,615	294,317,893	305,062,633
Subtotal Expenses	\$ 478,496,327	\$ 663,808,595	\$ 726,148,741
Designations	459,231,347	0	0
Total Uses	\$ 937,727,674	\$ 663,808,595	\$ 726,148,741



Measure M2 Program

M2 Program Funds, continued

M2 Bond Debt Service Fund

The M2 Bond Debt Service Fund accumulates the financial resources required for the repayment of long-term debt. Funds to accommodate principal and interest payments are accumulated and debt service transactions are recorded in this fund. This fund also accounts for the federal government payment to OCTA of a 35 percent subsidy (subject to federal tax code adjustments) that offsets interest expense for taxable Build America Bonds.

Measure M2 Bond Debt Service Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6200 Interest Income	6,800,571	6,010,227	5,540,306
6500 Operating Transfers In	34,874,033	43,782,594	43,839,650
Subtotal Revenues	\$ 41,674,604	\$ 49,792,821	\$ 49,379,956
Total Sources	\$ 41,674,604	\$ 49,792,821	\$ 49,379,956
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
8111 Interest Expense	20,629,838	35,593,080	35,774,650
8112 Principal Payment On Long Term Debt	8,165,000	8,530,000	8,065,000
8200 Operating Transfers Out	0	5,669,741	5,540,306
Subtotal Expenses	\$ 28,794,838	\$ 49,792,821	\$ 49,379,956
Designations	12,879,766	0	0
Total Uses	\$ 41,674,604	\$ 49,792,821	\$ 49,379,956

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RAIL PROGRAM

FISCAL YEAR 2020-21



RAIL PROGRAM

FISCAL YEAR 2020-21





Rail

Description

Rail service for Orange County Transportation Authority centers on Metrolink, Southern California’s commuter rail system linking residential communities to employment and activity centers. Formed in 1991, Metrolink is operated by the Southern California Regional Rail Authority (SCRRA) — a Joint Powers Authority of five member agencies representing the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Metrolink has served as the link between six Southern California counties by providing commuters transportation connectivity for medium to long-range trips. Metrolink has grown tremendously after more than 25 years in service, expanding from three service lines and 11 stations to seven service lines and 61 stations, all over a 535 route-mile network. There are three rail lines serving Orange County: Orange County Line, Inland Empire-OC Line, and 91/Perris Valley Line. Major structural, security, access, and capacity improvements are currently underway at each station throughout Orange County.

Goals in FY 2020-21

Begin construction of the Anaheim Canyon Station improvements. These improvements will allow for expanded Metrolink commuter rail service in the region.

Accomplishments in FY 2019-20

Weekday trips expanded on the Orange County Line and 91/Perris Valley Line to a total of 58 weekday tips and 74 total trips including weekends.

Expanded implementation of Positive Train Control (PTC) throughout the Metrolink rail system. PTC utilizes a technical infrastructure to control and monitor the movement of trains.

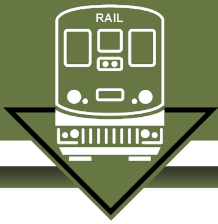
Enhanced connectivity by improving ticketing integration with Southern California Transportation Agencies.

Provided a convenient alternative transportation option for new and regular riders to attend sporting and other special events.

Initiate the design and environmental phases of the Irvine Station improvements project.

In conjunction with Metrolink, utilize the CARES Act stimulus to provide a demand-based approach to restore OCTA’s Metrolink subsidy to accommodate for up-to pre-COVID-19 pandemic trips.

Rail Capital Program	
Project	FY 2020-21 Budget
Anaheim Canyon Metrolink Station	17,275,000
Irvine Station Improvements	13,677,000
Laguna Niguel to San Juan Capistrano Passing Siding	5,232,000
Orange County Maintenance Facility	4,290,800
Miscellaneous Metrolink Rail Station Improvements	2,385,000
San Juan Creek Bridge Replacement	1,782,000
Slope Stabilization	390,000
Double Track Improvements	177,000
Placentia Metrolink Rail Station	110,000
Rail Capital Program Total	\$ 45,318,800



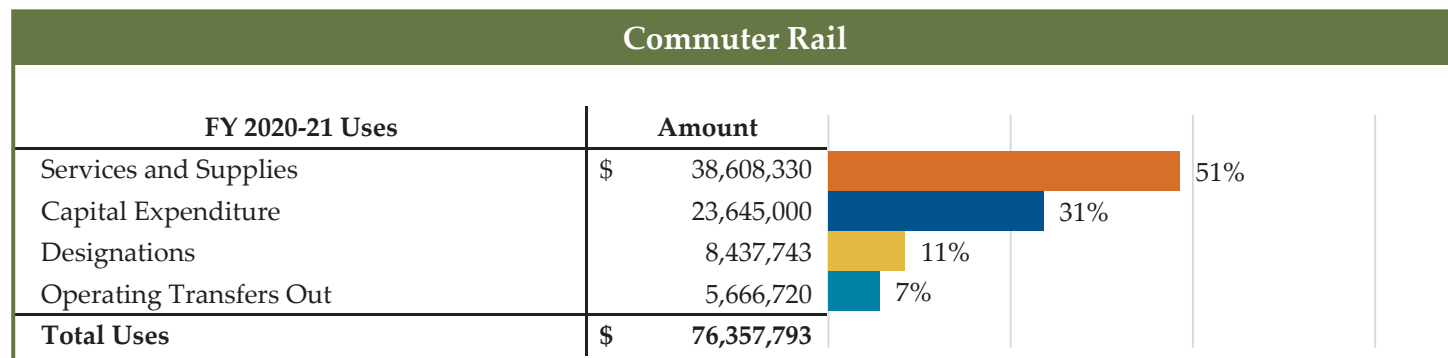
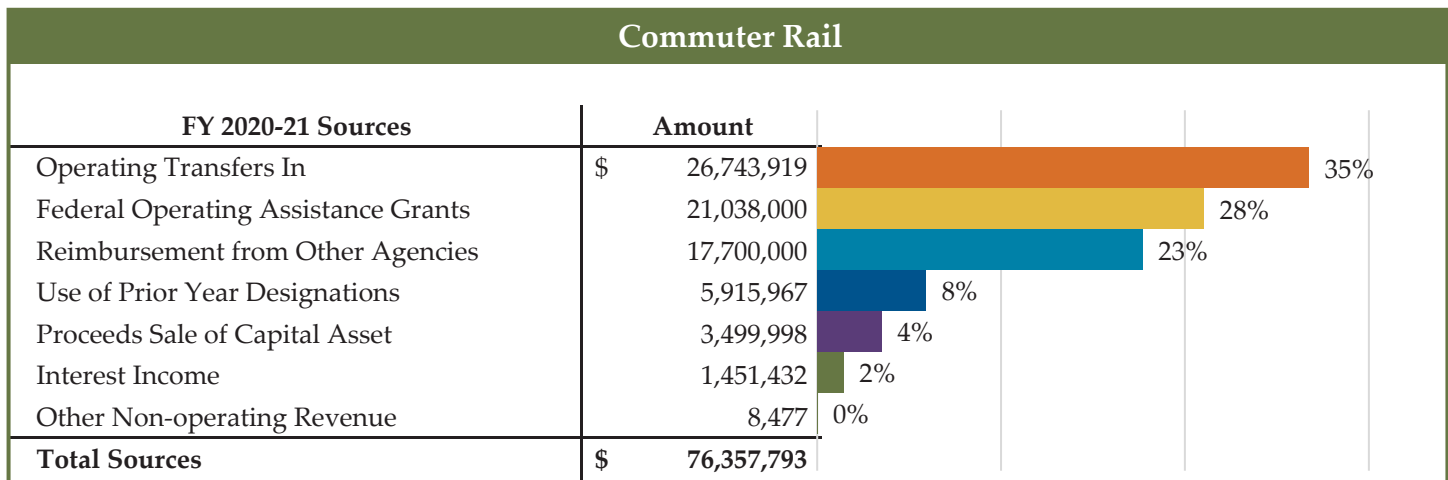
Rail Program

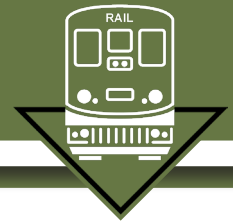
Rail Program Funds

Commuter Rail Fund

The Commuter Rail Fund accounts for the operation of commuter rail service and the maintenance of OCTA-owned right-of-way. Commuter rail service travels through Orange County between Los Angeles and San Diego Counties on the Orange County Line, between the cities of San Bernardino and Oceanside on the Inland Empire-Orange County Line and between the City of Perris and Los Angeles County on the 91/Perris Valley Line. Orange County commuter rail service, part of the regional Metrolink network, is operated by

SCRRA, which is a Joint Powers Authority. As one of five member agencies, OCTA Board members participate on the SCRRA Board. OCTA staff members participate on SCRRA's Technical Advisory Committee, which makes policy and operation recommendations to the SCRRA Board. OCTA also coordinates design and construction work along Orange County's rail corridors, and coordinates all rail projects with appropriate OCTA departments, corridor cities, and other agencies impacted by necessary improvements.





Commuter Rail Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6020 State Assistance	10,320,705	0	0
6030 Federal Operating Assistance Grants	4,027,366	19,240,900	21,038,000
6040 Federal Capital Assistance Grants	25,349	0	0
6050 Reimbursement from Other Agencies	1,643,815	4,982,045	17,700,000
6200 Interest Income	6,270,186	4,045,407	1,451,432
6300 Other Non-operating Revenue	424,986	1,013,316	8,477
6500 Operating Transfers In	122,132,941	25,757,000	26,743,919
6550 Proceeds Sale of Capital Asset	0	3,499,998	3,499,998
Subtotal Revenues	\$ 144,845,348	\$ 58,538,666	\$ 70,441,826
Use of Prior Year Designations	0	29,593,338	5,915,967
Total Sources	\$ 144,845,348	\$ 88,132,004	\$ 76,357,793
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7400 Overhead Allocation	3,246,151	3,067,230	3,424,406
7500 Professional Services	24,867,246	39,747,446	33,646,719
7600 General and Administrative	14,621	5,412	5,405
7800 Contributions to Other Agencies	1,520,089	452,000	1,531,800
8200 Operating Transfers Out	5,504,294	1,275,916	5,666,720
9000 Capital Expenditures	19,687,783	43,584,000	23,645,000
Subtotal Expenses	\$ 54,840,184	\$ 88,132,004	\$ 67,920,050
Designations	90,005,164	0	8,437,743
Total Uses	\$ 144,845,348	\$ 88,132,004	\$ 76,357,793

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OC STREETCAR

FISCAL YEAR 2020-21



OC STREETCAR

FISCAL YEAR 2020-21





OC Streetcar

Description

Measure M2 establishes a competitive program that enables local jurisdictions to enhance regional transit capabilities through the creation of new connections to Orange County Metrolink stations. Through transit extensions to the Metrolink Program (Project S), the cities of Santa Ana and Garden Grove developed a fixed-guideway project that would address this need.

Expected to begin operations in 2022, OC Streetcar will link the Santa Ana Regional Transportation Center (SARTC), which provides regional rail, OCTA bus, and intercity and international bus services, to a new multi-modal hub at Harbor Boulevard/Westminster Avenue in Garden Grove.

The OC Streetcar will serve the historic downtown Santa Ana and Civic Center which includes government offices, federal, state and local courthouses, unique restaurants and shops, an artists’ village, several colleges, and a variety of community enrichment organizations.

OCTA, in coordination with the Federal Transit Administration (FTA) and the cities of Santa Ana and Garden Grove, is the lead agency in designing, constructing, operating, and maintaining the 4.15 mile streetcar. The streetcar system will connect the SARTC, through downtown Santa Ana, to Harbor Boulevard and Westminster Avenue in the City of Garden Grove. Along the way, OC Streetcar is expected to connect directly with 18 OCTA bus routes.

Goals in FY 2020-21

The OC Streetcar project will enter into the next phase of construction when trackwork, station platforms, and catenary system infrastructure will be built on the Pacific-Electric right-of-way and city streets. Additionally, construction of the maintenance and storage facility will continue, and installation should begin of facility networking and communication equipment.

Summer of 2020 will see the launch of two requests for proposal; the first will seek services for the fabrication and installation of ticket vending machines for fare

Accomplishments in FY 2019-20

OCTA accomplished several significant Project development milestones. Construction activities are now underway, with the focus of construction on the maintenance and storage facility, storm drain, sewer, and water system relocations within the City of Santa Ana.

On July 22, 2019, the Board awarded a contract to Conduent for integration and engineering services of OCTA’s Intelligent Transportation Management System (ITMS) with the streetcar vehicles.

In September 2019, vehicle manufacturing commenced.

Through January 2020, \$26.8 million has been drawn down on the Full Funding Grant Agreement.

A contract was awarded for the operations and maintenance of the OC Streetcar. The vendor will be responsible for performing the day-to-day operations of the service, as well as the periodic and preventative maintenance of the track and vehicles.

card readers at streetcar station platforms. The second is for the acquisition of specialized non-revenue vehicles required for maintenance of the streetcars.

Late 2020, the project will begin the pre-revenue service phase of Operation and Maintenance.

In early 2021 delivery and inspection of the streetcar vehicles will begin.



OC Streetcar Program Funds

Transit Development Capital Project		
FY 2020-21 Sources	Amount	
Operating Transfers In	\$ 32,143,880	68%
Federal Capital Assistance Grants	15,199,856	32%
Interest Income	31,714	0%
Total Sources	\$ 47,375,450	

Transit Development Capital Projects Fund

The Transit Development Capital Projects Fund was established to track capital projects administered by OCTA. This fund is primarily used to track OC Streetcar right-of-way property acquisition, utility relocation, engineering and design services, accumulation of construction costs, manufacture and quality assurance monitoring of the streetcars. The Transit Security and Operations Center (TSOC) project, \$500,000 for FY 2021, is also included within the fund.



Transit Development Capital Project		
FY 2020-21 Uses	Amount	
Capital Expenditure	\$ 32,411,577	68%
Services and Supplies	14,963,873	32%
Total Uses	\$ 47,375,450	



OC Streetcar Program Funds

Transit Development Capital Project Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6020 State Assistance	460,979	0	0
6040 Federal Capital Assistance Grants	13,647,089	15,385,775	15,199,856
6050 Reimbursement from Other Agencies	0	1,135,523	0
6200 Interest Income	15,786	18,387	31,714
6500 Operating Transfers In	36,415,464	35,436,086	32,143,880
Subtotal Revenues	\$ 50,539,318	\$ 51,975,771	\$ 47,375,450
Use of Prior Year Designations	250,371,772	0	0
Total Sources	\$ 300,911,090	\$ 51,975,771	\$ 47,375,450
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7300 Purchased Transportation Services	0	200,000	1,980,000
7400 Overhead Allocation	696,099	3,216,301	3,464,423
7500 Professional Services	408,153	8,173,812	8,679,450
7600 General and Administrative	7,077	3,200	10,000
7800 Contributions to Other Agencies	-466,796	1,130,000	830,000
9000 Capital Expenditures	300,266,557	39,252,458	32,411,577
Subtotal Expenses	\$ 300,911,090	\$ 51,975,771	\$ 47,375,450
Total Uses	\$ 300,911,090	\$ 51,975,771	\$ 47,375,450





OC Streetcar Sources & Uses

Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6200 Interest Income	-345	0	0
6500 Operating Transfers In	396,331	27,440	656,247
Subtotal Revenues	\$ 395,986	\$ 27,440	\$ 656,247
Total Sources	\$ 395,986	\$ 27,440	\$ 656,247
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7100 Salaries and Benefits	0	3,864	0
7400 Overhead Allocation	389,572	0	403,572
7500 Professional Services	-4	0	252,675
7600 General and Administrative	6,418	18,576	0
7800 Contributions to Other Agencies	0	5,000	0
Subtotal Expenses	\$ 395,986	\$ 27,440	\$ 656,247
Total Uses	\$ 395,986	\$ 27,440	\$ 656,247

OC Streetcar Fund

The OC Streetcar Fund was established to account for the administration and operations of the OC Streetcar. The OC Streetcar is a 4.15-mile route modern streetcar line that connects the SARTC to downtown Santa Ana and a new transportation hub near the intersection of

Harbor Boulevard and Westminster Avenue in Garden Grove. The project will include ten stops, with platforms in each direction, and a new maintenance and storage facility to accommodate the streetcar fleet.

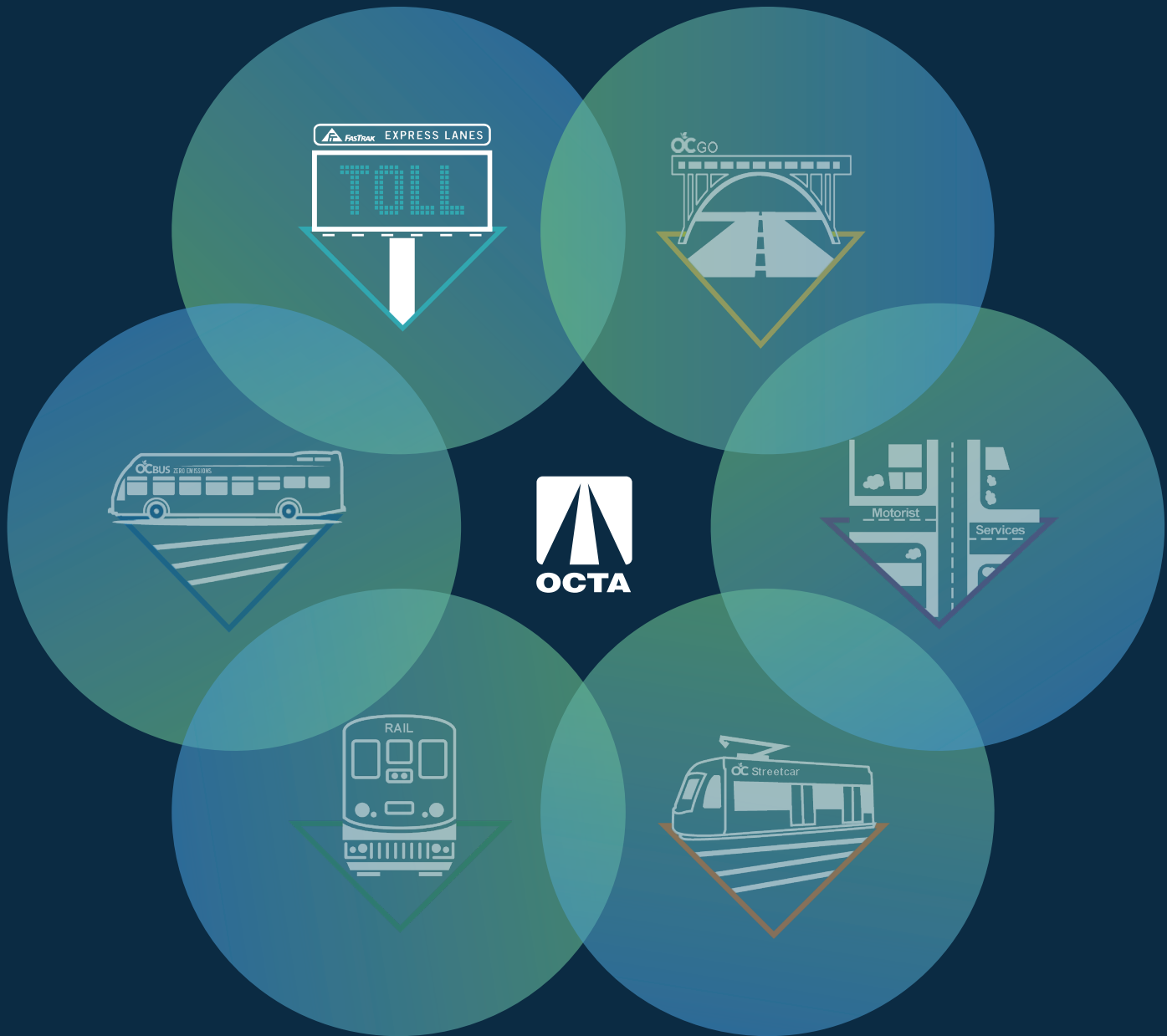


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EXPRESS LANES

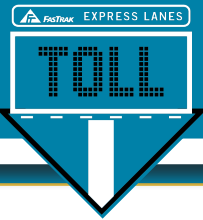
FISCAL YEAR 2020-21



EXPRESS LANES

FISCAL YEAR 2020-21





Express Lanes

Description

Built at a cost of \$135 million, the Orange County section of the 91 Express Lanes project was authorized as a toll road by the State of California in 1989. In 1995, this ten-mile toll facility was opened. An agreement with the State of California Department of Transportation (Caltrans) included a non-compete provision that created a 1.5-mile protection zone along each side of State Route 91 (SR-91). This zone prohibited improvements along the corridor and created mobility problems as the region and corresponding transportation demands grew. To mitigate growing concerns over congestion, OCTA acquired the 91 Express Lanes franchise rights in January 2003. This eliminated the non-compete provision, clearing the way for future enhancements to increase capacity and improve traffic flow along the SR-91 corridor. In 2008, Riverside County Transportation Commission (RCTC) received authority to extend the Express Lanes an additional eight miles into Riverside County. The RCTC 91 Corridor Improvement

Project added regular lanes, tolled express lanes, auxiliary lanes, and direct express lane connectors from the northbound Interstate 15 (I-15) to the westbound SR-91 and from the eastbound SR-91 to the southbound I-15. The Riverside County section of the 91 Express Lanes opened in March 2017.

In cooperation with Caltrans, OCTA is widening the San Diego Freeway (I-405) between State Route 73 (SR-73) and Interstate 605 (I-605). The project will improve 16 miles of I-405 and includes adding one regular lane in each direction from Euclid Street to I-605 and making improvements to freeway entrances, exits, and bridges. It will also construct the 405 Express Lanes from SR-73 to I-605. The new express lanes, with the construction of one new lane in each direction and incorporating the existing carpool lanes and connectors that opened in 2014, will include two lanes in each direction. The new express lanes will be a key component to maximizing throughput along the corridor.



Express Lanes

91 Express Lanes

Description

The 91 Express Lanes project was first authorized as one of four public-private toll road projects by the State of California Legislature in 1989. Built at a cost of \$135 million, the 91 Express Lanes opened in 1995.

The 91 Express Lanes is a four-lane, 18-mile toll road in Orange and Riverside counties. Located in the median of SR-91 between the State Route 55 (SR-55)/SR-91 interchange and the SR-91/I-15 interchange, the toll road is jointly managed by OCTA and the RCTC.

The COVID-19 pandemic has not only caused the economy to slow but has resulted in severe traffic declines well in excess of peak losses during the Great Recession in 2008 for the 91 Express Lanes Program. The 91 Express Lanes are currently experiencing traffic declines of approximately 70 percent when compared to the same period last year. The 91 Express Lanes excess revenue reserve has approximately \$82 million available to fund future operating and debt service payments. As a result, revenues and expenses are balanced for the 91 Express Lanes Program for FY 2020-21.

Accomplishments in FY 2019-20

The 91 Express Lanes network transitioned to 6C technology successfully, by issuing new 6C sticker transponders and adding upgraded toll-reader technology, to toll gantries in compliance with new California Toll Operators Committee (CTOC) standards.

Implemented new simplified account structures and enhanced 91 Express Lanes website for easier use by customers.

The OCTA Board of Directors approved a new Back Office System/Customer Service Center agreement with Cofiroute, USA for an initial seven-year term.

The senior lien toll revenue bonds for the 91 Express Lanes had its AA- rating reaffirmed by the rating agency Standard & Poor's Global Ratings (S&P). In reaffirming the rating, S&P noted the experienced management, strong financials, and continued traffic growth.





91 Express Lanes

FY 2020-21 Sources	Amount	
Use of Prior Year Designations	\$ 44,271,495	54%
91 Express Lanes Revenue	32,670,000	40%
Other Fee Revenue	2,320,000	3%
Interest Income	1,471,495	2%
Reimbursement from Other Agencies	1,250,000	1%
Total Sources	\$ 81,982,990	

Goals in FY 2020-21

One of the goals for FY 2020-21 is to complete full installation of in-lane equipment including cameras along the SR-91 corridor. This technology enhances staff’s ability to monitor any potentially hazardous condition such as roadway debris.

An agreement will be executed with a consultant to develop a pavement management report for the 91 Express Lanes, enabling the program to better manage its infrastructure.

Construction and installation of new transponder readers for the westbound and eastbound entries to the toll lanes.

Navigate the 91 Express Lanes through economic impacts and an anticipated decline in trips as a result of the COVID-19 pandemic.



91 Express Lanes

FY 2020-21 Uses	Amount	
Operating Transfers Out	\$ 41,711,150	51%
Services and Supplies	32,590,455	40%
Designations	6,886,385	8%
Capital Expenditure	795,000	1%
Total Uses	\$ 81,982,990	

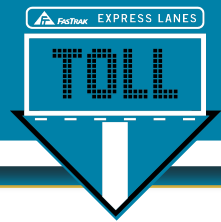


Express Lanes

91 Express Lanes Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
5500 91 Express Lanes Revenue	46,741,870	54,486,001	32,670,000
5550 Other Fee Revenue	11,006,799	6,029,586	2,320,000
6050 Reimbursement from Other Agencies	1,144,400	1,812,500	1,250,000
6200 Interest Income	7,409,918	3,797,611	1,471,495
6300 Other Non-operating Revenue	50,962	0	0
Subtotal Revenues	\$ 66,353,949	\$ 66,125,698	\$ 37,711,495
Use of Prior Year Designations	0	50,100,000	44,271,495
Total Sources	\$ 66,353,949	\$ 116,225,698	\$ 81,982,990
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7300 Purchased Transportation Services	6,556,033	7,650,000	7,200,000
7400 Overhead Allocation	2,834,881	2,839,886	3,121,756
7500 Professional Services	4,671,281	10,343,661	9,513,329
7540 Insurance Claims/Premiums	359,423	750,000	825,000
7600 General and Administrative	683,701	791,269	764,670
7800 Contributions to Other Agencies	622,269	315,000	345,000
8111 Interest Expense	4,903,013	4,713,950	4,400,700
8112 Principal Payment On Long Term Debt	0	0	6,420,000
8200 Operating Transfers Out	659,243	50,710,000	41,711,150
9000 Capital Expenditures	1,171,692	9,882,000	795,000
Subtotal Expenses	\$ 22,461,536	\$ 87,995,766	\$ 75,096,605
Designations	43,892,413	28,229,932	6,886,385
Total Uses	\$ 66,353,949	\$ 116,225,698	\$ 81,982,990

SR-91 Express Lanes Fund

The 91 Express Lanes Fund captures revenues and expenses associated with the operations of the program. This fund is an enterprise fund with program related expenses being covered by program generated revenue. Revenue includes both toll and non-toll related revenues.



405 Express Lanes

Description

When construction is complete in 2023, the I-405 Express Lanes will be a four-lane, High-Occupancy Toll (HOT) corridor on I-405, stretching from SR-55 to I-605. The Express Lanes will provide commuters with a reliable travel option compared to the adjacent general-purpose lanes. It will have a variable toll rate depending on traffic demand, with the purpose of maximizing throughput in the corridor while keeping the HOT lanes free flowing.

A mix of toll-paying and carpool vehicles will utilize the lanes, which will be cost free for carpool vehicles with two or more riders (HOV2+) during non-peak hours, and cost free all day for carpool vehicles with three or more riders (HOV3+). After the initial three and a half years in operation, HOV2+ will begin paying tolls, but HOV3+ will remain cost free.

Because the I-405 is owned by Caltrans, OCTA entered into a cooperative agreement with Caltrans to define the roles and responsibilities of each agency. The 405 Express Lanes will be owned by Caltrans but leased to OCTA for a period of 40 years, beginning on the first day the 405 Express Lanes opens for public use and toll operations.

OCTA, in cooperation with Caltrans, is widening the I-405 between SR-73 and I-605. The project will improve 16 miles of the I-405 between the SR-73 in Costa Mesa and the I-605 near the Los Angeles County line. The project will add one general purpose lane in each direction between Euclid Street and the I-605, and will include making improvements to freeway entrances, exits, and bridges. It will also add one additional lane and use the existing carpool lane to construct the 405 Express Lanes, two lanes in each direction from SR-73 to I-605. The new express lanes will be a key component to maximizing throughput along the corridor. The 405 Express Lanes Fund will account for the operating and capital expenses of the 405 Express Lanes.

Accomplishments in FY 2019-20

Issued a request for proposals for construction of a Back-Office System/Customer Service Center to service the future 405 Express Lanes.

Re-opened the first of 18 new freeway overcrossings at Slater Avenue in Fountain Valley as part of the I-405 Improvement Project. The road was closed to traffic throughout the process and fully demolished and reconstructed in less than a year.

OCTA entered into agreement with the property owner on the final right-of-way parcel along the corridor. This will allow the construction crew to complete all activities as designed for the I-405 Improvement Project.

Goals in FY 2020-21

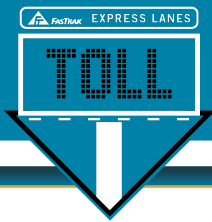
In FY 2020-21, staff will seek Board approval to award a contract for construction of a Back-Office System/Customer Service Center to service the future 405 Express Lanes.

Continue construction activities involving the replacement and widening of bridges related to the 405 Express Lanes project.

Staff anticipates the release of a request for proposals for roadside services for the future Express Lanes.

Develop a violation ordinance which lays out the structure and procedure for toll lane violations.

Commence buildout of the traffic operations center for the future Express Lanes at the Santa Ana bus base.



Express Lanes

405 Express Lanes Fund

The 405 Express Lanes Fund captures revenues and expenses associated with the operations of the program. This fund is an enterprise fund with program-related expenses being covered by program-generated revenue. Revenue includes both toll and non-toll revenues such as violation fees and account maintenance fees.

405 Express Lanes Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6200 Interest Income	-325,581	2,077,330	0
6300 Other Non-operating Revenue	11	0	0
Subtotal Revenues	\$ -325,570	\$ 2,077,330	\$ 0
Use of Prior Year Designations	95,792,049	63,456,575	70,480,854
Total Sources	\$ 95,466,479	\$ 65,533,905	\$ 70,480,854
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7400 Overhead Allocation	1,102,286	3,305,941	3,438,755
7500 Professional Services	-707,688	7,015,000	3,844,700
7600 General and Administrative	0	580	2,380
7800 Contributions to Other Agencies	0	100	200
8111 Interest Expense	6,773,429	10,183,284	11,475,494
8200 Operating Transfers Out	70,242,968	0	0
9000 Capital Expenditures	18,055,484	45,029,000	51,719,325
Subtotal Expenses	\$ 95,466,479	\$ 65,533,905	\$ 70,480,854
Total Uses	\$ 95,466,479	\$ 65,533,905	\$ 70,480,854

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MOTORIST SERVICES

FISCAL YEAR 2020-21



MOTORIST SERVICES

FISCAL YEAR 2020-21





Motorist Services

Description

Motorist Services includes the Service Authority for Freeway Emergencies Program (SAFE), and the Orange County Taxi Administration Program (OCTAP). The SAFE Program is comprised of Freeway Services Patrol (FSP), Call Box Network, and Orange County 511 Service, all designed and operated to assist motorists on Orange County’s network of freeways. OCTAP is responsible for regulating all taxicab companies, vehicles, and drivers operating in Orange County.

SAFE

Description

SAFE is comprised of Freeway Call Box, Freeway Service Patrol, and Orange County 511 programs. California statute authorized SAFE in 1985 to enable counties to generate revenue for purchasing, installing, operating, and maintaining a system of motorist aid call boxes.

The Call Box Program consists of the freeway call box system that assists motorists requiring roadside aid. The FSP service is operated jointly by the California Highway Patrol (CHP), California Department of Transportation (Caltrans), and OCTA. The service includes a fleet of 36 tow trucks patrolling freeways during peak commuting hours to assist motorists with disabled vehicles and improve traffic flow. SAFE partners with the Los Angeles County SAFE (LA SAFE), Caltrans, CHP, and Ventura County Transportation Commission in the development of a motorist aid and traffic information system known as 511. This system offers an interactive voice response telephone system, a mobile application, and a web interface that can provide callers with traffic speeds and travel times on state highways, help callers plan a public transit trip, and provide information on commuter services such as carpool/vanpool, bicycling, and park and ride.

SAFE is funded through a \$1 per year fee collected from motor vehicle registration within Orange County as authorized by California Streets and Highways Code Section 2555. Additionally, SAFE receives funding from the State Highway Account through Caltrans, and from Orange County’s half-cent transportation sales tax, Measure M2 Project N, for FSP operations. On April 28, 2017, the Senate Bill 1 (SB1) transportation funding package was signed into law and provides additional annual funding to the FSP Program.

Goals in FY 2020-21

Develop and implement the callbox 4G radio upgrade plan to enhance reliability of the system.

Release procurement to replace agreements for six FSP service areas consisting of 22 peak-hour, five midday, and three weekend beats.

Continue State Highway Accounting and Road Repair and Accountability Act funding agreements.

Continue 511 Program outreach efforts to increase awareness of the 511 Program and its service.

Accomplishments in FY 2019-20

Executed State Highway Accounting (SHA) and Road Repair and Accountability Act (RRAA) funding agreements.

Transitioned callbox center services to a new provider.

Improved FSP tracking and data collection application which will allow for better allocation of existing resources.



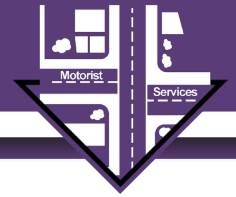
Motorist Services

Service Authority for Freeway Emergencies Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6050 Reimbursement from Other Agencies	1,133	500	1,000
6103 DMV Fees	2,977,617	2,960,000	2,700,000
6107 Road Repair and Accountability Act	860,561	2,180,000	1,910,268
6200 Interest Income	-35,861	32,070	7,500
6300 Other Non-operating Revenue	26,629	2,451,312	2,235,457
6500 Operating Transfers In	0	945,649	2,727,175
Subtotal Revenues	\$ 3,830,079	\$ 8,569,531	\$ 9,581,400
Use of Prior Year Designations	3,520,620	604,153	0
Total Sources	\$ 7,350,699	\$ 9,173,684	\$ 9,581,400
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7400 Overhead Allocation	803,042	863,007	925,810
7500 Professional Services	6,187,966	7,320,799	7,633,236
7600 General and Administrative	304,905	546,753	579,229
7800 Contributions to Other Agencies	4,786	0	0
9000 Capital Expenditures	50,000	443,125	443,125
Subtotal Expenses	\$ 7,350,699	\$ 9,173,684	\$ 9,581,400
Total Uses	\$ 7,350,699	\$ 9,173,684	\$ 9,581,400

SAFE Fund

The SAFE Fund was created to collect revenue and facilitate the operation of the SAFE Program. The fund captures revenues and expenses associated with the operations of the program.





OCTAP

Description

OCTAP is responsible for regulating all taxicab companies, vehicles, and drivers operating in Orange County. OCTAP conducts background checks of drivers, inspects vehicles, issues permits, and confirms vehicle insurance requirements to ensure taxi transportation follows OCTAP regulations. Due to the impact of

transportation network companies, the OCTAP model is unsustainable. OCTA will continue to identify ways to reduce the cost of the program to ensure that the expenditures can be covered by revenues generated by the program.

Goals in FY 2020-21

Work with the County of Orange and the cities to execute cooperative agreements to extend the program.

OCTAP Fund

The OCTAP Fund captures revenue and expenses associated with the operations of the program. The fund is an enterprise fund with program related expenses being covered by program generated revenue. Revenue includes: company permits, taxi and driver permits, administrative fines, and interest earnings.

Accomplishments in FY 2019-20

Continue established funding commitments from cities and the County of Orange to fund the OCTAP Program through the fiscal year.

Worked with the cities to continue to coordinate taxicab service, permitting, and other administrative functions.

Orange County Taxi Administration Program Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6110 License Fees	370,669	201,891	115,255
6200 Interest Income	7,069	3,852	1,897
6300 Other Non-operating Revenue	250,345	237,014	311,319
Subtotal Revenues	\$ 628,083	\$ 442,757	\$ 428,471
Use of Prior Year Designations	0	0	7,052
Total Sources	\$ 628,083	\$ 442,757	\$ 435,523
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7100 Salaries and Benefits	281,932	131,810	129,792
7400 Overhead Allocation	265,759	241,092	265,759
7600 General and Administrative	66,125	28,979	39,972
Subtotal Expenses	\$ 613,816	\$ 401,881	\$ 435,523
Designations	14,267	40,876	0
Total Uses	\$ 628,083	\$ 442,757	\$ 435,523

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BUS PROGRAM

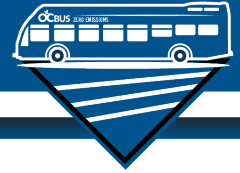
FISCAL YEAR 2020-21



BUS PROGRAM

FISCAL YEAR 2020-21





Bus Program

Description

As a multi-modal transportation agency serving Orange County, OCTA’s bus service is one of the agency’s core programs. OCTA’s goal is to provide Orange County residents and visitors with safe, reliable, and convenient service throughout the county that is sustainable over the long-term.

OCTA’s bus system offers 58 different routes serving nearly 5,500 bus stops. The bus routes are broken down into three distinct types of services. Local and community routes travel between cities throughout the service area. Limited stop service is provided on some of the local routes providing faster travel times through the service area. Express routes travel on freeways to get commuters to their destination quickly and the Stationlink service provides a link from Metrolink stations to work centers. In addition, OCTA provides special services funded through Federal Transit Administration (FTA) to serve persons of low income, seniors, and persons with disabilities under the Section 5316 Jobs Access Reverse Commute (JARC) and Section 5310 Enhanced Mobility for Seniors and Disabled (EMSD) Grant Program.

OCTA also provides OC ACCESS, which is a shared-ride service for people who are unable to use the regular, fixed-route OC Bus service because of functional limitations. This service is required by the Americans with Disabilities Act (ADA). OCTA offers a non-ADA Same-Day Taxi Program to OC ACCESS eligible customers as well. In addition, OCTA funds and administers community transportation services offered through the Senior Mobility Program (SMP) and EMSD.

Measure M2 (M2) allocates 1.47 percent of net revenues to stabilize fares for seniors and persons with disabilities. This is included as farebox revenue and the calculation of the farebox recovery ratio. Bus Operations is dependent upon external revenue sources to supplement farebox revenue and help offset operating expenditures for fixed-route and paratransit services. The primary revenue sources are: Local Transportation Fund (LTF), State Transit Assistance Fund (STAF), federal operating grants, Road Repair and Accountability Act (RRAA), and property tax contributions.

Fixed-Route

The fixed-route network provides bus service on 39 local lines, eight community lines, five inter/intra-county express lines, five Stationlink rail feeder lines, and one temporary city shuttles line. The local lines, of which three are limited-stop, represent the majority of transit options offered throughout Orange County and operate along major arterials comprising a “grid” network. The limited-stop lines are provided on select local route corridors and are designed to provide an attractive rapid transit option by decreasing travel time and improving travel speed within high use corridors, while offering connections to key destinations, major attractions, and Metrolink train services. Community lines use smaller buses to accommodate roadway constraints or lower passenger demand and provide connections to the local lines. The Express Freeway Services have fewer stops and operate only during peak morning and afternoon times Monday through Friday, traveling to popular business centers in Los Angeles and Orange County. Stationlink rail feeder service is provided to the Metrolink commuter rail stations in Orange County that are considered destination stations, ensuring a connection between rail stations and employment centers for Metrolink commuters. One temporary city shuttles line is used during OC Streetcar construction to connect with Metrolink trains and other bus routes. In addition, OCTA operates seasonal service on five weekends in July and August from nine locations to the Orange County Fair.

Paratransit

The ACCESS Program provides complementary transit service within a ¾ mile corridor of all OCTA fixed-route service to persons with disabilities. These passengers must be certified by OCTA to use the OC ACCESS system by meeting the ADA eligibility criteria. The use of supplemental taxi services is one of a variety of cost mitigation measures being employed. OCTA also continues its focus on developing partnerships to provide alternative transportation options for seniors and persons with disabilities. In addition, OCTA offers a non-ADA Same-Day Taxi service, which allows ACCESS eligible customers to schedule a partially subsidized trip.



Bus Program

Bus Capital Program	
Project	FY 2020-21 Budget
Bus Procurement	121,271,130
Bus Base and Transit Center Projects	6,174,319
Bus Operations Support Vehicles	2,516,010
Transit Security & Operations Center	500,000
Transit Technology and Communications Capital	275,000
Bus Capital Program Total	\$ 130,736,459

Accomplishments in FY 2019-20

Debuted nation’s largest Hydrogen Fueling Station and integrated hydrogen-fueled buses into the OC Bus active fleet.

Launched student bus-pass program at Golden West College and Fullerton College. The student bus-pass program is now at four Orange County campuses – also including Santa Ana and Santiago Canyon Colleges.

Awarded agreement for the purchase of 12 30-foot heavy-duty compressed natural gas-powered buses with an option for five additional buses, intended for iShuttle service.

Completed the Near Zero Engine Campaign on 19 60-foot articulated buses with the lowest emissions engine available that is certified by the California Air Resources Board for use in transit buses.

Received “no findings” and compliments from Federal Transit Administration on the triennial report in areas including vehicle maintenance, facility maintenance, and ADA appeals process.

Goals in FY 2020-21

Initiate the procurement and issue a notice to proceed for up to 165 40-foot buses and ten 40-foot electric buses. Inspect, test, and approve the First Article bus for the iShuttle bus purchases to proceed with the production buses.

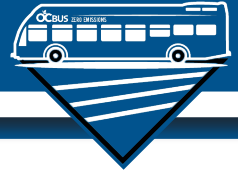
Initiated the procurement for the depot construction and charger installation for the infrastructure of the electric buses.

Procure 55 electric powered operator relief vehicles (ORV) as a replacement of the current ORV fleet. Charging equipment will be installed at Santa Ana base and Garden Grove base.

Improve safety and reliability of the OC Bus service by targeting on preventable accidents and on-time performance.

Implement EZ Wallet for ACCESS trip payments. Trapeze EZ Wallet is a cashless fare collection solution which offers ACCESS passengers the ability to prepay their fares at the time of booking using a virtual account. This service will allow passengers to view their trip and fare payment history and set up account balance information over the web. EZ Wallet will also increase efficiency in the fare counting, recording, and reconciliation process.

Balance the Bus Program with the CARES Act stimulus and utilize a demand-based approach to restore fixed-route revenue hours up to 1.63 million, driven by economic conditions as a result of COVID-19.



Cost Summary

FY 2020-21 Approved Budget

	Performance Indicators	Directly Operated Fixed-Route	Contracted Fixed-Route	ACCESS	ADA Taxi Service	Same Day Taxi Service	Special Agency Services	Flex	System Total
Service Provided	Vehicle Hours (VH)	1,107,577	689,238	615,083					2,411,898
	Vehicle Miles (VM)	13,771,789	9,405,810	8,903,909					32,081,508
	Revenue Hours (RVH)	1,009,816	617,303	518,844				23,640	2,169,603
	Revenue Miles (RVM)	11,583,989	7,540,278	7,334,571					26,458,838
Passenger Usage	Boardings	14,360,310	6,464,266	934,651	408,762	147,006	246,306	42,552	22,603,852
	Boardings per VH	12.97	9.38	1.52					9.37
	Boardings per VM	1.04	0.69	0.10					0.70
	Boardings per RVH	14.22	10.47	1.80					10.42
	Boardings per RVM	1.24	0.86	0.13					0.85
Operating Costs	Costs	\$152,009,277	\$79,335,446	\$55,964,400	\$20,936,264	\$2,673,956	\$6,318,957	\$2,116,702	\$319,355,002
	Cost per VH	\$137.24	\$115.11	\$90.99					\$132.41
	Cost per VM	\$11.04	\$8.43	\$6.29					\$9.95
	Cost per RVH	\$150.53	\$128.52	\$107.86					\$147.20
	Cost per RVM	\$13.12	\$10.52	\$7.63					\$12.07
	Cost per Boarding	\$10.59	\$12.27	\$59.88	\$51.22	\$18.19	\$25.65	\$49.74	\$14.13
Fare Revenues	Revenue	\$14,234,253	\$6,476,248	\$6,060,936	\$1,585,480			\$83,997	\$28,440,914
	Revenue per VH	\$12.85	\$9.40	\$11.54					\$11.79
	Revenue per VM	\$1.03	\$0.69	\$0.80					\$0.89
	Revenue per RVH	\$14.10	\$10.49	\$13.68					\$13.11
	Revenue per RVM	\$1.23	\$0.86	\$0.97					\$1.07
	Revenue per Boarding	\$0.99	\$1.00	\$6.48					\$1.26
Subsidy	Subsidy per Boarding	\$9.59	\$11.27	\$53.39					\$11.23
Farebox Recovery Ratio		9.36%	8.16%	10.83%					8.91%
Farebox Recovery Ratio (Per Senate Bill 508: Revisions to the Transportation Development Act)									15.18%

* All paratransit boardings are reported in terms of trips.



Bus Program

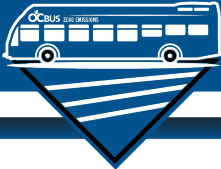
Bus Program Funds

Local Transportation Fund Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6104 Sales Tax Revenue	180,736,991	176,672,584	145,778,786
6200 Interest Income	210,906	46,240	21,518
Subtotal Revenues	\$ 180,947,897	\$ 176,718,824	\$ 145,800,304
Total Sources	\$ 180,947,897	\$ 176,718,824	\$ 145,800,304
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7500 Professional Services	2,175,656	2,267,269	1,533,883
7600 General and Administrative	2,552	0	0
7800 Contributions to Other Agencies	2,504,746	2,472,930	2,047,249
8200 Operating Transfers Out	172,408,880	171,978,625	142,219,172
Subtotal Expenses	\$ 177,091,834	\$ 176,718,824	\$ 145,800,304
Designations	3,856,063	0	0
Total Uses	\$ 180,947,897	\$ 176,718,824	\$ 145,800,304

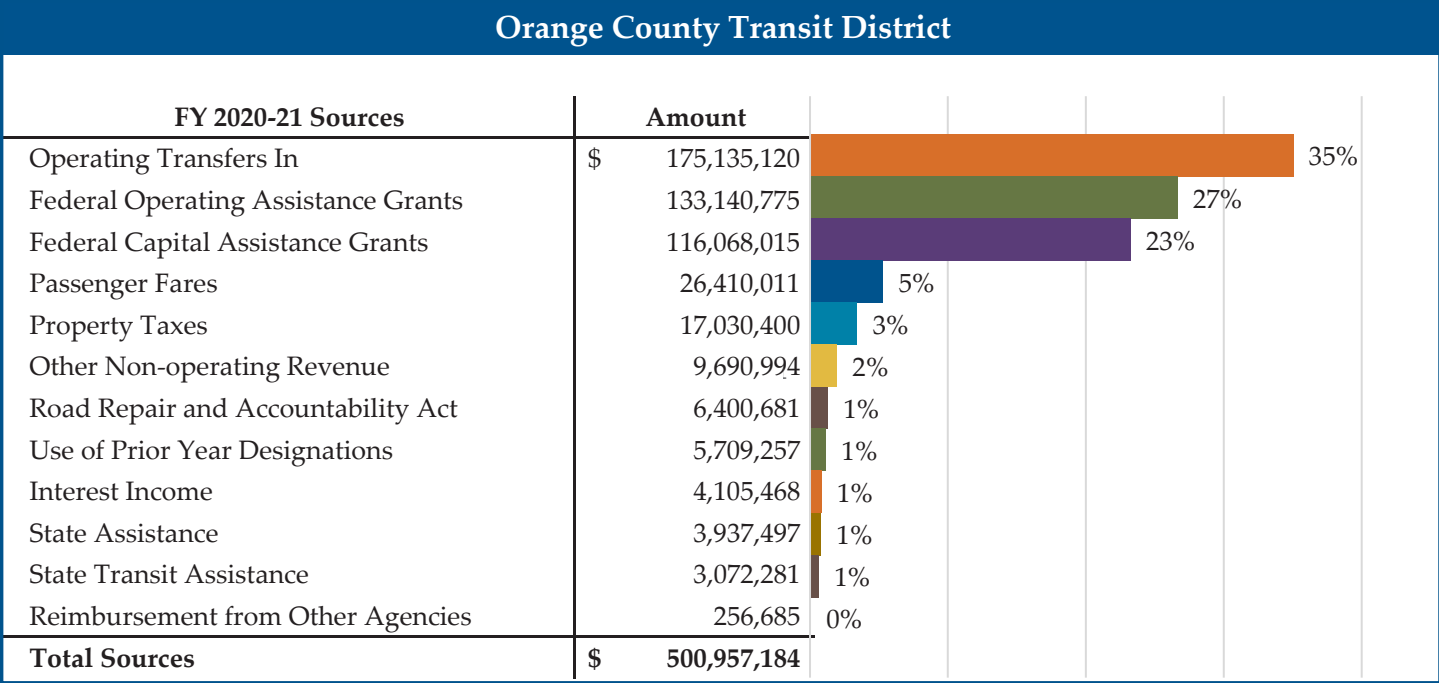
LTF

The LTF was established in 1971 through the Transportation Development Act (TDA), and is derived from a one-quarter cent sales tax collected in Orange County. LTF revenues are used only for public transit, and provide funding for a variety of transportation services including regional transportation planning, bus stop improvements, fixed-route bus operations, and para-transit services. LTF revenues may also be used as a local match for FTA grants. For budgeting purposes OCTA utilizes sales tax forecast provided by Muni Services, LLC.



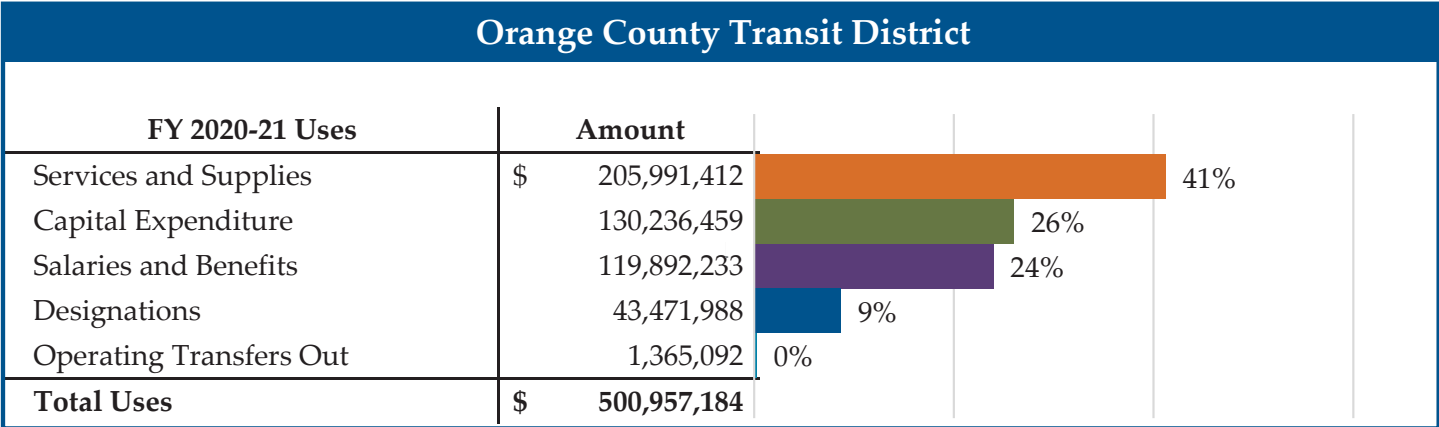


Bus Program Funds, continued



Orange County Transit District (OCTD)

The OCTD Fund supports the administrative, operational and capital functions of bus operations, rail feeder, and paratransit bus service. The OCTD fund is designed to capture all revenue and expenses for bus related activity. The fund is presented as an enterprise activity of the OCTA.

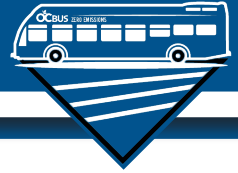




Bus Program

Orange County Transit District

Orange County Transit District Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
5100 Passenger Fares	44,725,687	44,457,235	26,410,011
6010 State Transit Assistance	1,576,653	4,531,990	3,072,281
6020 State Assistance	7,863,446	0	3,937,497
6030 Federal Operating Assistance Grants	78,608,792	67,025,963	133,140,775
6040 Federal Capital Assistance Grants	2,562,742	149,857,651	116,068,015
6050 Reimbursement from Other Agencies	6,331,604	2,162,349	256,685
6100 Property Taxes	16,971,132	16,567,326	17,030,400
6107 Road Repair and Accountability Act	0	5,090,400	6,400,681
6200 Interest Income	15,985,360	8,525,105	4,105,468
6300 Other Non-operating Revenue	8,585,502	8,540,000	9,690,994
6500 Operating Transfers In	223,715,716	222,051,745	175,135,120
Subtotal Revenues	\$ 406,926,634	\$ 528,809,764	\$ 495,247,927
Use of Prior Year Designations	0	76,404,371	5,709,257
Total Sources	\$ 406,926,634	\$ 605,214,135	\$ 500,957,184
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7100 Salaries and Benefits	117,754,823	114,351,511	119,892,233
7300 Purchased Transportation Services	87,432,024	96,286,407	102,870,148
7400 Overhead Allocation	39,607,099	43,025,880	46,002,087
7500 Professional Services	21,780,120	27,199,485	26,821,573
7540 Insurance Claims/Premiums	-97,635	0	0
7600 General and Administrative	6,680,769	8,279,610	9,415,182
7700 Maintenance Parts and Fuel	19,767,679	21,546,791	17,818,823
7800 Contributions to Other Agencies	4,477,900	3,183,048	3,063,599
8200 Operating Transfers Out	4,015,123	4,600,219	1,365,092
9000 Capital Expenditures	9,728,130	233,124,652	130,236,459
Subtotal Expenses	\$ 311,146,032	\$ 551,597,603	\$ 457,485,196
Designations	95,780,602	53,616,532	43,471,988
Total Uses	\$ 406,926,634	\$ 605,214,135	\$ 500,957,184



STAF

The STAF was created by the California Legislature in 1979, and provides a second source of TDA funding for transportation planning and mass transportation purposes. STAF revenues are derived from sales tax on diesel fuel. As of 2017, this revenue increased based on the passage of Transportation Road Repair and Accountability Act (RRAA). These revenues may be used for capital and operating expenditures related to public transportation.

State Transit Assistance Fund Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6104 Sales Tax Revenue	19,488,507	22,450,182	12,292,474
6107 Road Repair and Accountability Act	21,515,096	24,329,412	15,747,949
6200 Interest Income	41,116	1,113	7,919
Subtotal Revenues	\$ 41,044,719	\$ 46,780,707	\$ 28,048,342
Use of Prior Year Designations	1,836,209	0	0
Total Sources	\$ 42,880,928	\$ 46,780,707	\$ 28,048,342
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7600 General and Administrative	1,291	0	0
8200 Operating Transfers Out	42,879,637	46,780,707	28,048,342
Subtotal Expenses	\$ 42,880,928	\$ 46,780,707	\$ 28,048,342
Total Uses	\$ 42,880,928	\$ 46,780,707	\$ 28,048,342

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ADMINISTRATION

FISCAL YEAR 2020-21



ADMINISTRATION

FISCAL YEAR 2020-21





Administration Program

Description

OCTA's Administration Program provides the staff to oversee Rail, Freeways, Streets and Roads, Express Lanes, OC Streetcar, Motorist Services, and Bus Programs.

OCTA is organized into divisions that provide specialized services to the programs, such as accounting, financial analysis, procurement, planning, marketing, government relations, and human resources. Staff that support the Bus Program charge directly to the Orange County Transit District fund. Staff that support the Orange County Taxicab Administration Program (OCT-AP) charge directly to the OCTAP fund. All other staff charge to the General Fund. These General Fund salaries and benefits are allocated to the funds that support each of the programs.

Cost Allocation

In addition to salaries and benefits, the General Fund is a cost center for other overhead costs, such as insurance, information technology software and hardware, utilities, leases, and general capital expenditures.

The General Fund expenditures, less the General Fund revenues, are allocated to the proprietary funds using a cost allocation methodology.

OCTA uses a robust cost allocation plan methodology that maximizes the direct charge of OCTA's personnel, materials, supplies, and contractors to projects whenever possible. Indirect costs for each internal service are then allocated using a basis of allocation that has been determined after evaluation of usage and benefit received. Cost Allocation bases include factors such as square feet of space occupied, number of personnel recruitments, purchase orders, accounting transactions, dollar volume, among others. Each department may have cost allocation bases specific to the internal services that department provides.

The Accounting Department applies the cost allocation methodology to allocate costs monthly, with an annual adjustment at the end of the fiscal year. The budget uses the allocation rates from the most recent complete fiscal year as a starting point.





Administration

Administrative Program Staffing

OCTA is comprised of eight divisions. Each division is organized by department. The table below shows staffing levels for FY 2018-19 through FY 2020-21.

Division / Department	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
Executive Office			
Executive Office - CEO	5.00	5.00	5.00
Internal Audit	6.00	6.00	6.00
Express Lanes Program	7.00	7.00	7.00
Public Information Office	4.00	4.00	4.00
Clerk of the Board	4.00	4.00	4.00
Security and Emergency Preparedness	4.00	4.00	4.00
Executive Office	30.00	30.00	30.00
Finance and Administration			
Chief Financial Officer	4.00	4.00	4.00
Accounting and Financial Reporting	21.00	20.00	20.00
Financial Planning and Analysis	11.00	11.00	11.00
Revenue Administration	6.00	7.00	8.00
Contracts Administration and Materials Management	57.00	57.00	57.00
Information Systems	39.00	39.00	39.00
General Services	20.00	20.00	19.00
Treasury Department	2.00	2.00	2.00
Finance and Administration	160.00	160.00	160.00
Human Resources and Organizational Development			
Executive Director, HR&OD	2.00	3.00	3.00
Human Resources	27.00	26.00	26.00
Learning and Development	5.00	5.00	5.00
Risk Management	7.00	7.00	7.00
Safety	8.00	9.00	9.00
Human Resources and Organizational Development	49.00	50.00	50.00
Government Relations			
Executive Director, Government Relations	8.50	9.50	9.50
Government Relations	8.50	9.50	9.50
Planning			
Executive Director, Planning	5.00	5.00	5.00
Director, Strategic Planning	3.00	3.00	3.00
Planning and Analysis	23.50	23.50	23.50
Capital and Local Programs	11.50	11.50	11.50
Planning	43.00	43.00	43.00

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Division / Department	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Capital Programs</u>			
Executive Director, Capital Programs	17.00	18.00	19.00
Rail	6.00	5.00	4.00
Highway Project Delivery	12.00	11.00	11.00
Capital Programs	35.00	34.00	34.00
<u>External Affairs</u>			
Director, Marketing and Public Outreach	3.00	2.00	2.00
Marketing and Customer Engagement	21.00	21.00	21.00
Public Outreach	12.00	12.00	12.00
External Affairs	36.00	35.00	35.00
<u>Operations</u>			
Chief Operating Officer	1.00	3.00	3.00
Executive Director, Bus Operations	3.00	3.00	3.00
Motorist Services	7.00	7.50	7.50
Bus Operations	701.50	699.50	699.50
Contract Transportation Services	17.50	17.50	17.50
Maintenance	230.50	223.50	223.50
Scheduling and Bus Operations Support	12.00	12.00	12.00
Rail Operations	5.00	4.00	4.00
OC Streetcar	1.00	1.00	1.00
LOSSAN Staff Administration	13.00	14.00	14.00
Operations	991.50	985.00	985.00
Total Authority	1,353.00	1,346.50	1,346.50

Los Angeles - San Diego - San Luis Obispo (LOSSAN) Agency

The OCTA was selected to serve as the managing agency for the LOSSAN Rail Corridor Agency in August 2013. The LOSSAN is currently administered by 14 dedicated OCTA staff. These positions are funded through the Interagency Transfer Agreement (ITA) with the State of California.



Administration

Administrative Funds

General Fund	
FY 2020-21 Sources	Amount
Management Fee	\$ 84,748,043
Federal Capital Assistance Grants	7,165,000
Reimbursement from Other Agencies	5,933,741
Operating Transfers In	4,386,545
State Assistance	875,000
Interest Income	719,307
Other Non-operating Revenue	278,878
Proceeds Sale of Capital Asset	105,200
Use of Prior Year Designations	53,000
Total Sources	\$ 104,264,714

General Fund

The OCTA General Fund contains the administrative functions for OCTA. These functions include management, finance, project delivery, procurement, human resources, planning, government relations, marketing, and outreach. Several divisions contribute to the successful completion of these responsibilities.

General Fund	
FY 2020-21 Uses	Amount
Salaries and Benefits	\$ 64,983,606
Services and Supplies	33,681,108
Capital Expenditure	5,600,000
Total Uses	\$ 104,264,714



General Fund, continued

General Fund Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6020 State Assistance	3,381,000	1,885,602	875,000
6030 Federal Operating Assistance Grants	707,298	432,098	0
6040 Federal Capital Assistance Grants	41,239	1,600,000	7,165,000
6050 Reimbursement from Other Agencies	3,219,216	11,903,681	5,933,741
6200 Interest Income	388,415	881,659	719,307
6300 Other Non-operating Revenue	330,950	274,114	278,878
6400 Management Fee	67,780,080	78,451,520	81,369,276
6500 Operating Transfers In	8,093,909	5,126,751	4,220,859
6550 Proceeds Sale of Capital Asset	2,608,243	109,408	105,200
Subtotal Revenues	\$ 86,550,350	\$ 100,664,833	\$ 100,667,261
Use of Prior Year Designations	287,937	503,000	53,000
Total Sources	\$ 86,838,287	\$ 101,167,833	\$ 100,720,261
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7100 Salaries and Benefits	55,468,936	62,958,181	61,713,381
7500 Professional Services	13,379,507	23,538,501	23,097,836
7600 General and Administrative	8,700,678	9,496,051	8,171,377
7700 Maintenance Parts and Fuel	1,414	0	0
7800 Contributions to Other Agencies	2,686,401	3,032,875	2,137,667
8200 Operating Transfers Out	4,753,758	0	0
9000 Capital Expenditures	1,847,593	2,142,225	5,600,000
Subtotal Expenses	\$ 86,838,287	\$ 101,167,833	\$ 100,720,261
Total Uses	\$ 86,838,287	\$ 101,167,833	\$ 100,720,261



Administration

American Public Transportation Association (APTA)

Fund

The City of Anaheim has been selected to host the APTA Expo in 2020. OCTA will generate revenues in the form of external contributions from vendors which will help support OCTA's APTA efforts. The balance of uses will be offset by transfers in from OCTD.

APTA Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6500 Operating Transfers In	11,196	45,000	40,000
Subtotal Revenues	\$ 11,196	\$ 45,000	\$ 40,000
Total Sources	\$ 11,196	\$ 45,000	\$ 40,000
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7500 Professional Services	2,510	20,000	40,000
7600 General and Administrative	8,426	25,000	0
7800 Contributions to Other Agencies	260	0	0
Subtotal Expenses	\$ 11,196	\$ 45,000	\$ 40,000
Total Uses	\$ 11,196	\$ 45,000	\$ 40,000



Additional Retirement Benefit Account (ARBA) Trust Fund

OCTA currently provides a supplemental retirement benefit known as ARBA. This benefit is offered to retired members of Orange County Employees Retirement System (OCERS) in order to assist OCTA employees in maintaining health insurance coverage following their retirement from OCTA. OCTA does not provide retiree medical benefits. The ARBA benefit was funded and administered pursuant to a 1994 Memorandum of Understanding (and its subsequent amendments) with OCERS. The ARBA benefit was originally funded through excess earnings of the retirement system

and held as part of the unallocated fund balance. As the unallocated fund balance was reduced due to benefit payments and market performance, participating agencies began contributing 0.5 percent of payroll. In April 2008, OCTA entered into a new agreement with OCERS to administer ARBA. OCTA currently funds ARBA based on biennial actuarial valuations. The most recent actuarial study recommended 0.98 percent of payroll be set aside in the FY 2020-21 budget to fund the benefit.

ARBA Trust Fund Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6200 Interest Income	1,236,322	1,038,491	305,743
6300 Other Non-operating Revenue	748,787	938,538	1,026,964
Subtotal Revenues	\$ 1,985,109	\$ 1,977,029	\$ 1,332,707
Total Sources	\$ 1,985,109	\$ 1,977,029	\$ 1,332,707
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7800 Contributions to Other Agencies	1,316,540	1,243,386	1,332,707
Subtotal Expenses	\$ 1,316,540	\$ 1,243,386	\$ 1,332,707
Designations	668,569	733,643	0
Total Uses	\$ 1,985,109	\$ 1,977,029	\$ 1,332,707



Administration

Internal Service Fund (ISF) – Personal Liability and Property Damage (PL and PD) Fund

The PL and PD Fund was established to consolidate the accounting of revenues and expenditures associated with personal liability and property damage for the entirety of OCTA.

The revenues recorded in these funds are comprised of charges, insurance recoveries and interest earnings. The expenses are comprised of insurance payouts, claims, and stop-loss insurance coverage.

Internal Service Fund-PL and PD Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
5300 Charges for Services	2,650,888	3,379,366	4,862,663
6200 Interest Income	571,102	294,956	229,234
6300 Other Non-operating Revenue	226,690	250,000	250,000
Subtotal Revenues	\$ 3,448,680	\$ 3,924,322	\$ 5,341,897
Total Sources	\$ 3,448,680	\$ 3,924,322	\$ 5,341,897
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7400 Overhead Allocation	143,452	173,709	222,814
7500 Professional Services	1,154,213	1,528,143	1,349,500
7540 Insurance Claims/Premiums	1,368,560	2,222,470	3,769,583
7800 Contributions to Other Agencies	20,801	0	0
Subtotal Expenses	\$ 2,687,026	\$ 3,924,322	\$ 5,341,897
Designations	761,654	0	0
Total Uses	\$ 3,448,680	\$ 3,924,322	\$ 5,341,897



ISF - Workers' Compensation Fund

The Workers' Compensation Fund was established to consolidate the accounting of revenues and expenditures associated with workers' compensation for the entirety of OCTA. The revenues recorded in these funds are comprised of charges, insurance recoveries, and interest earnings. The expenses are comprised of insurance payouts, claims, and stop-loss insurance coverage.

Internal Service Fund-Workers' Compensation Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
5300 Charges for Services	6,348,573	5,092,826	9,109,252
6200 Interest Income	1,006,201	519,769	408,556
6300 Other Non-operating Revenue	488,925	650,000	650,000
Subtotal Revenues	\$ 7,843,699	\$ 6,262,595	\$ 10,167,808
Total Sources	\$ 7,843,699	\$ 6,262,595	\$ 10,167,808
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7400 Overhead Allocation	67,446	82,117	109,818
7500 Professional Services	19,056	271,535	2,771,600
7540 Insurance Claims/Premiums	6,140,254	5,683,943	6,986,390
7800 Contributions to Other Agencies	245,139	225,000	300,000
Subtotal Expenses	\$ 6,471,895	\$ 6,262,595	\$ 10,167,808
Designations	1,371,804	0	0
Total Uses	\$ 7,843,699	\$ 6,262,595	\$ 10,167,808



Administration

Scholarship Fund

The OCTA Scholarship Fund is funded through employee payroll deductions, cash contributions, and the recycling of bottles and cans. The scholarship fund benefits college age children, grandchildren of OCTA employees, and OCTA interns. To be eligible for this scholarship, students are required to write an essay as to why they want to attend college, or if applying for a second consecutive year, how their previous scholarship award was utilized to benefit their education or career. The essays are judged and recipients notified; award amounts vary based on contributions and earnings in that fiscal year.

Scholarship Fund Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6200 Interest Income	351	107	198
6300 Other Non-operating Revenue	17,771	13,510	18,113
Subtotal Revenues	\$ 18,122	\$ 13,617	\$ 18,311
Total Sources	\$ 18,122	\$ 13,617	\$ 18,311
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7500 Professional Services	10	0	0
7600 General and Administrative	-308	0	0
7800 Contributions to Other Agencies	17,479	13,617	18,311
Subtotal Expenses	\$ 17,181	\$ 13,617	\$ 18,311
Designations	941	0	0
Total Uses	\$ 18,122	\$ 13,617	\$ 18,311



**Orange County Unified Transportation Trust (OCUTT)
Fund**

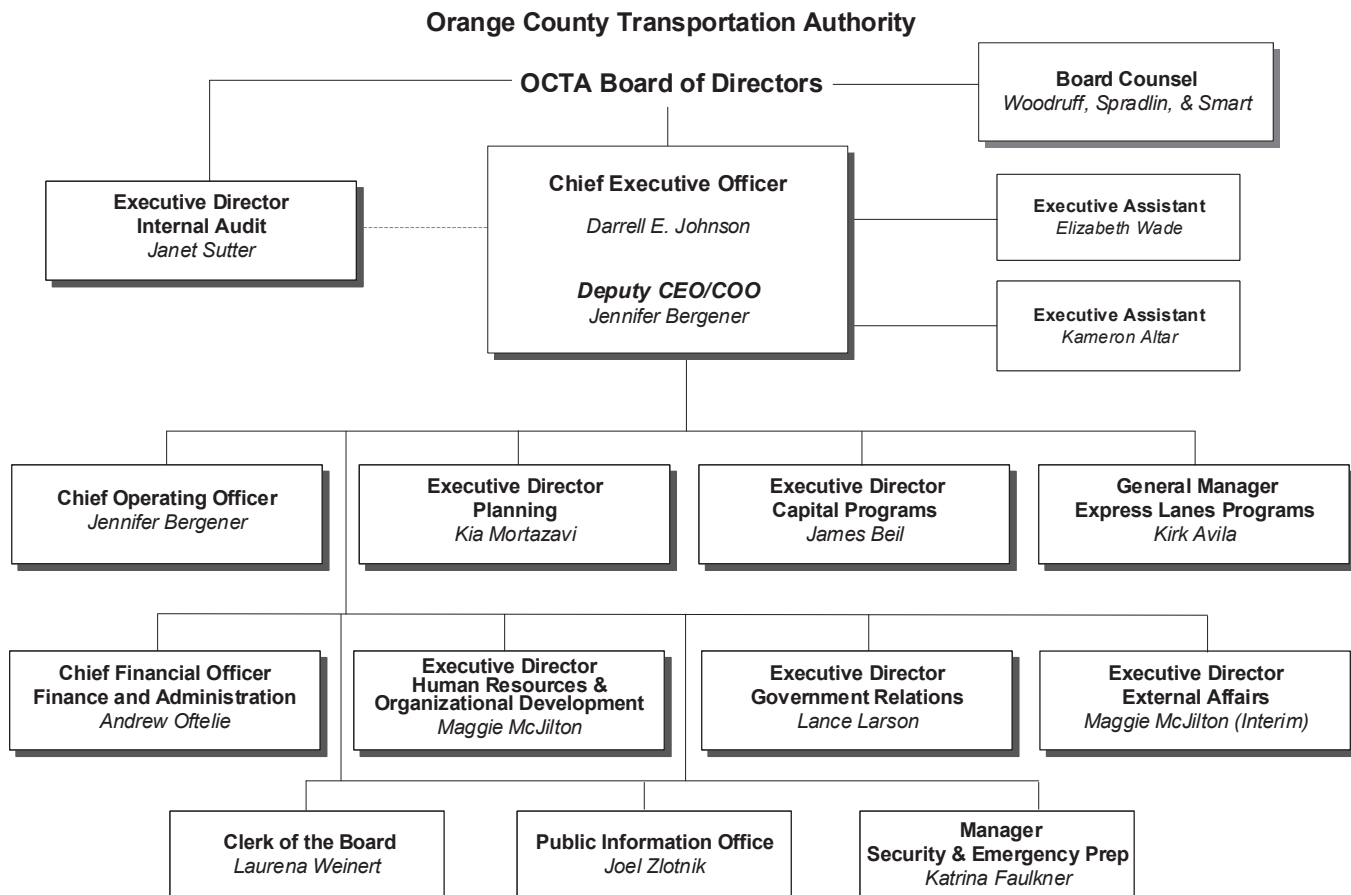
The OCUTT Fund accumulates interest earned on the Transit Development Capital Projects Fund. In 2004, OCUTT funds were earmarked by the OCTA Board for project readiness activities managed by the Planning Division.

Orange County Unified Transportation Trust Sources & Uses			
Sources Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
6200 Interest Income	776,548	153,434	80,668
Subtotal Revenues	\$ 776,548	\$ 153,434	\$ 80,668
Use of Prior Year Designations	0	0	813,512
Total Sources	\$ 776,548	\$ 153,434	\$ 894,180
Uses Summary			
Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
7500 Professional Services	25,348	118,091	894,180
Subtotal Expenses	\$ 25,348	\$ 118,091	\$ 894,180
Designations	751,200	35,343	0
Total Uses	\$ 776,548	\$ 153,434	\$ 894,180



Executive Office

Executive Office Division Organizational Chart



Executive Office Division

The Executive Office Division is comprised of six departments and is responsible for providing management direction to all divisions, accurately recording and preserving OCTA's official and historical records, and the examination and evaluation of financial, administrative, and operational activities and controls.

The Executive Office division oversees OCTA's operations of the 91 Express Lanes and future I-405 Express Lanes. It is also responsible for keeping the public up-to-date with any and all matters pertaining to OCTA. Lastly, this division handles the physical security, as well as emergency preparedness for OCTA.



Executive Office Division Staffing

Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Executive Office - CEO</u>			
Chief Executive Officer	1.00	1.00	1.00
Deputy Executive Officer	1.00	1.00	1.00
Executive Assistant	3.00	3.00	3.00
Executive Office - CEO	5.00	5.00	5.00
<u>Internal Audit</u>			
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Internal Auditor	3.00	3.00	3.00
Section/Department Manager	1.00	1.00	1.00
Internal Audit	6.00	6.00	6.00
<u>Express Lanes Program</u>			
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Financial Analyst	1.00	1.00	1.00
IS Project Manager	2.00	2.00	2.00
Project Manager	2.00	2.00	2.00
Express Lanes Program	7.00	7.00	7.00
<u>Public Information Office</u>			
Communications Specialist	4.00	4.00	3.00
Department/Program Manager	0.00	0.00	1.00
Public Information Office	4.00	4.00	4.00
<u>Clerk of the Board</u>			
Board Specialist	2.00	2.00	2.00
Department/Program Manager	1.00	1.00	1.00
Section/Department Manager	1.00	1.00	1.00
Clerk of the Board	4.00	4.00	4.00
<u>Security and Emergency Preparedness</u>			
Department/Program Manager	1.00	1.00	1.00
Emergency Management Specialist	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Systems Software Analyst	0.00	0.00	1.00
Security Access Administrator	1.00	1.00	0.00
Security and Emergency Preparedness	4.00	4.00	4.00
Total Executive Office	30.00	30.00	30.00



Executive Office

Executive Office Expenses by Account

Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,146,839	3,244,560	3,208,533
7150 Extra Help Employees	85,419	93,500	103,700
7209 Deferred Compensation	172,162	97,931	96,424
7210 Pensions	913,929	1,122,498	1,148,597
7220 Insurances	82,400	90,403	86,355
7240 Health Care	540,406	456,076	529,690
7260 Compensated Absences	372,343	453,070	432,301
7270 Workers' Compensation	81,860	55,922	95,663
7280 Other Benefits	252,745	344,291	333,995
Subtotal Salaries and Benefits	\$ 5,648,103	\$ 5,958,251	\$ 6,035,258
<u>Services and Supplies</u>			
7510 Professional Services	813,708	726,700	551,000
7610 Outside Services	6,491,707	6,889,373	7,938,662
7650 Travel, Training, and Mileage	86,211	103,598	59,830
7660 Office Expense	21,229	19,280	23,140
7670 Miscellaneous Expense	219,982	349,210	386,814
7750 Maintenance Expense	23,201	0	17,858
7790 Other Materials and Supplies	21,319	22,500	28,000
Subtotal Services and Supplies	\$ 7,677,357	\$ 8,110,661	\$ 9,005,304
Total Uses	\$ 13,325,460	\$ 14,068,912	\$ 15,040,562



Executive Office – Chief Executive Officer (CEO)

The CEO is responsible for providing management direction to all divisions and programs within OCTA and implementing the policy directives as articulated by the Board of Directors. The CEO and Deputy CEO's primary responsibilities include development and re-

finement of the organizational structure of OCTA, establishing and executing strategic plans, and fostering an environment conducive to employee development.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Executive Office - CEO			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	824,720	812,887	776,154
7209 Deferred Compensation	81,044	24,530	23,316
7210 Pensions	227,435	283,793	280,551
7220 Insurances	20,747	22,644	20,881
7240 Health Care	86,516	90,738	117,175
7260 Compensated Absences	90,187	113,482	104,530
7270 Workers' Compensation	21,537	9,316	15,945
7280 Other Benefits	99,032	63,510	61,391
Subtotal Salaries and Benefits	\$ 1,451,218	\$ 1,420,900	\$ 1,399,943
<u>Services and Supplies</u>			
7510 Professional Services	900	4,000	12,000
7650 Travel, Training, and Mileage	29,333	27,750	14,223
7660 Office Expense	1,338	2,000	4,000
7670 Miscellaneous Expense	210,327	323,035	345,274
Subtotal Services and Supplies	\$ 241,898	\$ 356,785	\$ 375,497
Executive Office - CEO Total	\$ 1,693,116	\$ 1,777,685	\$ 1,775,440



Executive Office

Internal Audit

Internal Audit is responsible for examining and evaluating the financial, administrative, and operational activities and controls of OCTA. The Internal Audit Department supplies management personnel at all levels with information to assist in their control of assets and operations.

The department provides a wide range of auditing services including oversight of the annual independent financial audit, performing operational audits, contract compliance audits, federal and state audits, internal control assessments, investigations, pre-award Buy America reviews, and pre-award price reviews. The department also administers and investigates complaints received through OCTA's fraud hotline.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Internal Audit			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	715,633	728,189	702,319
7209 Deferred Compensation	26,834	22,006	21,132
7210 Pensions	215,582	252,507	251,931
7220 Insurances	17,876	20,315	18,925
7240 Health Care	112,544	113,662	112,565
7260 Compensated Absences	97,508	101,808	94,739
7270 Workers' Compensation	18,127	11,185	19,132
7280 Other Benefits	39,830	48,971	47,456
Subtotal Salaries and Benefits	\$ 1,243,934	\$ 1,298,643	\$ 1,268,199
<u>Services and Supplies</u>			
7510 Professional Services	767,999	125,000	125,000
7650 Travel, Training, and Mileage	6,525	14,425	7,260
7660 Office Expense	500	2,800	2,800
7670 Miscellaneous Expense	2,977	3,145	2,975
Subtotal Services and Supplies	\$ 778,001	\$ 145,370	\$ 138,035
Internal Audit Total	\$ 2,021,935	\$ 1,444,013	\$ 1,406,234



Express Lanes

The Express Lanes Department oversees the operations of the 91 Express Lanes and the 405 Express Lanes (to be operational in the year 2023). It oversees all aspects of OCTA's toll road franchise, from contracted operations and maintenance to customer service, violations processing, marketing, budgeting, and reporting. Staff also provides Express Lanes policy recommendations for OCTA Board consideration and serves as the key liaison with the State Route 91 Advisory Committee.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Express Lanes Program			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	547,549	623,020	654,075
7209 Deferred Compensation	25,689	18,869	19,725
7210 Pensions	159,241	216,891	235,354
7220 Insurances	13,614	17,419	17,663
7240 Health Care	71,677	85,689	129,937
7260 Compensated Absences	38,751	87,298	88,433
7270 Workers' Compensation	13,715	13,050	22,321
7280 Other Benefits	60,942	43,299	44,906
Subtotal Salaries and Benefits	\$ 931,178	\$ 1,105,535	\$ 1,212,414
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	2,869	1,362
7670 Miscellaneous Expense	74	0	0
Subtotal Services and Supplies	\$ 74	\$ 2,869	\$ 1,362
Express Lanes Program Total	\$ 931,252	\$ 1,108,404	\$ 1,213,776



Executive Office

Public Information Office

The Public Information Office develops public information programs related to the various projects and services which OCTA delivers. Staff works strategically and creatively to gain consistent, clear media coverage of OCTA policies, programs, promotions, and services. In addition to issuing news releases, updating online media communications, and fulfilling media requests for information. Staff regularly files press releases, organizes media briefings and roundtables, arranges tours, and schedules interview and filming sessions. The Public Information Office is responsible for OCTA speaker's bureau and corporate communications such as annual reports, Board Briefing Book, and fact sheets.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Public Information Office			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	379,539	388,282	384,662
7150 Extra Help Employees	6,069	0	10,200
7209 Deferred Compensation	18,503	11,760	11,554
7210 Pensions	113,359	133,526	136,750
7220 Insurances	10,273	10,856	10,349
7240 Health Care	19,241	25,662	25,417
7260 Compensated Absences	56,796	54,408	51,805
7270 Workers' Compensation	9,832	7,457	12,755
7280 Other Benefits	20,747	21,263	20,928
Subtotal Salaries and Benefits	\$ 634,359	\$ 653,214	\$ 664,420
<u>Services and Supplies</u>			
7510 Professional Services	10,000	10,000	10,000
7610 Outside Services	37,371	50,000	50,000
7650 Travel, Training, and Mileage	2,149	3,022	1,587
7660 Office Expense	10,342	3,980	4,340
7670 Miscellaneous Expense	1,684	2,940	18,790
Subtotal Services and Supplies	\$ 61,546	\$ 69,942	\$ 84,717
Public Information Office Total	\$ 695,905	\$ 723,156	\$ 749,137



Clerk of the Board

The Clerk of the Board oversees the accurate recording and preserving of OCTA's official and historical records, in addition to providing them to the public upon request. The department is responsible for the entire Board and Committee agenda process, including preparation and distribution of agendas, ensuring public meetings are held in compliance with California open meeting laws, recording of actions taken by the Board and Committees, and maintaining a comprehensive records management system supporting Board and Committee actions.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Clerk of the Board			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	329,372	335,251	341,106
7150 Extra Help Employees	79,350	93,500	93,500
7209 Deferred Compensation	11,587	9,956	10,136
7210 Pensions	97,619	113,036	119,533
7220 Insurances	11,245	9,190	9,079
7240 Health Care	200,664	84,440	87,563
7260 Compensated Absences	39,166	46,058	45,442
7270 Workers' Compensation	10,180	7,457	12,755
7280 Other Benefits	32,169	147,701	140,184
Subtotal Salaries and Benefits	\$ 811,352	\$ 846,589	\$ 859,298
<u>Services and Supplies</u>			
7610 Outside Services	11,370	35,825	39,196
7650 Travel, Training, and Mileage	17,523	36,279	24,579
7660 Office Expense	5,970	7,000	8,500
7670 Miscellaneous Expense	3,136	14,500	14,370
Subtotal Services and Supplies	\$ 37,999	\$ 93,604	\$ 86,645
Clerk of the Board Total	\$ 849,351	\$ 940,193	\$ 945,943



Security and Emergency Preparedness

Security and Emergency Preparedness oversees physical security concerns such as protecting employees, customers, visitors, and assets. The department does this by conducting regular activities including threat assessments, intelligence gathering, monitoring homeland security issues and trends, and maintaining communication with relevant agencies and other jurisdictions. In addition, the department manages a contract with the Orange County Sheriff's Department (OCSD)

for Transit Police services. Under this contract, the OCSD provides security and law enforcement services for OCTA's bus operations, OCTA-owned transit and operating facilities, OCTA-owned railroad right-of-way, and security at OCTA Board meetings. The department encompasses all OCTA actions to prepare for, respond to, and recover from disasters.

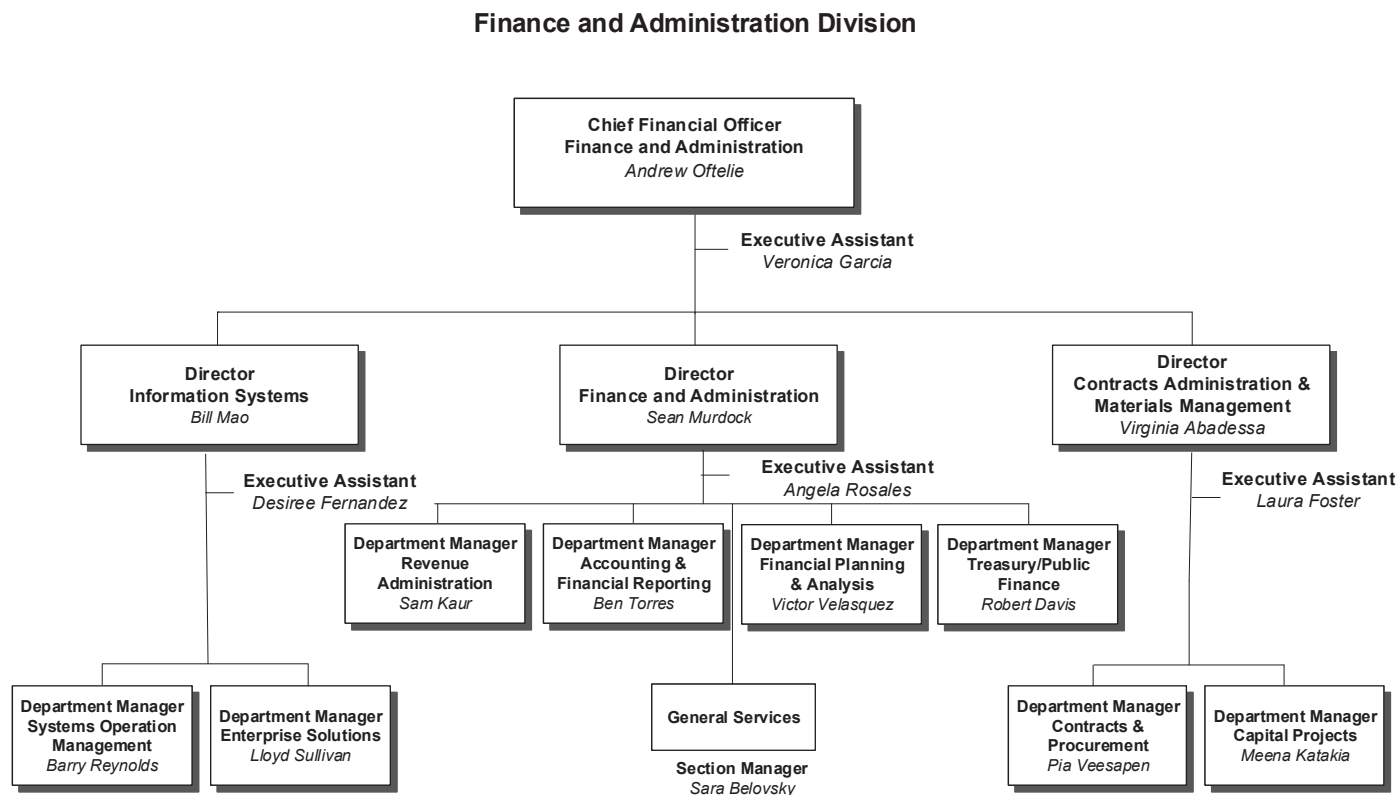
Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Security and Emergency Preparedness			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	350,026	356,931	350,217
7209 Deferred Compensation	8,505	10,810	10,561
7210 Pensions	100,693	122,745	124,478
7220 Insurances	8,645	9,979	9,458
7240 Health Care	49,764	55,885	57,033
7260 Compensated Absences	49,935	50,016	47,352
7270 Workers' Compensation	8,469	7,457	12,755
7280 Other Benefits	25	19,547	19,130
Subtotal Salaries and Benefits	\$ 576,062	\$ 633,370	\$ 630,984
<u>Services and Supplies</u>			
7510 Professional Services	34,809	587,700	404,000
7610 Outside Services	6,442,966	6,803,548	7,849,466
7650 Travel, Training, and Mileage	30,681	19,253	10,819
7660 Office Expense	3,079	3,500	3,500
7670 Miscellaneous Expense	1,784	5,590	5,405
7750 Maintenance Expense	23,201	0	17,858
7790 Other Materials and Supplies	21,319	22,500	28,000
Subtotal Services and Supplies	\$ 6,557,839	\$ 7,442,091	\$ 8,319,048
Security and Emergency Preparedness Total	\$ 7,133,901	\$ 8,075,461	\$ 8,950,032

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Finance and Administration

Finance and Administration Division Organizational Chart



Finance and Administration Division

The Finance and Administration (F&A) Division supports OCTA's goals and objectives through a wide range of fiduciary and administrative activities. This division analyzes fiscal issues and advises the Board of Directors (Board) in the areas of long-term financing, fund planning, annual budgeting, treasury, debt management, and compliance with generally accepted accounting standards. Staff works closely with federal,

state, and local agencies to ensure the continued and successful receipt of grant funding and compliance with enabling regulations. The division is responsible for contract management, purchasing, materials management, guidance for the implementation of technology, oversight of facilities management, records management, and a variety of other support functions.



Finance and Administration Staffing

Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Chief Financial Officer</u>			
Chief Financial Officer	1.00	1.00	1.00
Director	1.00	1.00	1.00
Executive Assistant	2.00	2.00	2.00
Chief Financial Officer	4.00	4.00	4.00
<u>Accounting and Financial Reporting</u>			
Accountant	4.00	4.00	4.00
Accounting Specialist	10.00	9.00	9.00
Business Systems Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Section/Department Manager	5.00	5.00	5.00
Accounting and Financial Reporting	21.00	20.00	20.00
<u>Financial Planning and Analysis</u>			
Department/Program Manager	1.00	1.00	1.00
Financial Analyst	7.00	7.00	7.00
Section/Department Manager	3.00	3.00	3.00
Financial Planning and Analysis	11.00	11.00	11.00
<u>Revenue Administration</u>			
Department/Program Manager	1.00	1.00	1.00
Financial Analyst	3.00	4.00	5.00
Section/Department Manager	2.00	2.00	2.00
Revenue Administration	6.00	7.00	8.00
<u>Contracts Administration and Materials Management</u>			
Business Systems Analyst	1.00	1.00	1.00
Business Unit Analyst	0.00	0.00	1.00
Contract Administrator	19.00	19.00	19.00
Department/Program Manager	2.00	2.00	2.00
Director	1.00	1.00	1.00
Executive Assistant	3.00	3.00	2.00
Inventory Analyst	1.00	1.00	1.00
Materials Management Planner	1.00	1.00	1.00
Section Supervisor	3.00	3.00	3.00
Section/Department Manager	5.00	5.00	5.00
Warranty Coordinator	2.00	2.00	2.00
Equipment Parts Clerk	17.00	17.00	17.00
Stockroom Clerk	2.00	2.00	2.00
Contracts Administration and Materials Management	57.00	57.00	57.00

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Finance and Administration

Finance and Administration Staffing, continued

Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Information Systems</u>			
Business Computing Solutions Specialist	9.00	9.00	9.00
Data Warehouse Architect	2.00	2.00	3.00
Database Administrator	1.00	1.00	1.00
Department/Program Manager	2.00	2.00	3.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Help Desk Technician	3.00	3.00	3.00
Intranet/Multimedia Specialist	1.00	1.00	1.00
IS Project Manager	4.00	4.00	4.00
IS Security Analyst	1.00	1.00	2.00
Network Analyst	1.00	1.00	1.00
Programmer Analyst	2.00	2.00	1.00
Section/Department Manager	4.00	4.00	4.00
Systems Software Analyst	5.00	5.00	4.00
Telecommunications	1.00	1.00	1.00
Transportation Analyst	1.00	1.00	0.00
Information Systems	39.00	39.00	39.00
<u>General Services</u>			
Accounting Specialist	1.00	1.00	0.00
Digital Reprographic Specialist	3.00	3.00	3.00
Executive Assistant	10.00	10.00	9.00
Pass Sales Coordinator	0.00	0.00	1.00
Records Administrator	1.00	1.00	1.00
Section Supervisor	3.00	3.00	3.00
Section/Department Manager	2.00	2.00	2.00
General Services	20.00	20.00	19.00
<u>Treasury Department</u>			
Department/Program Manager	1.00	1.00	1.00
Deputy Treasurer	1.00	1.00	1.00
Treasury Department	2.00	2.00	2.00
Total Finance and Administration	160.00	160.00	160.00



Finance and Administration Expenses by Account

Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	13,516,432	14,238,935	13,885,265
7150 Extra Help Employees	101,615	133,500	102,000
7209 Deferred Compensation	371,280	418,879	404,723
7210 Pensions	4,051,816	4,890,781	4,923,085
7220 Insurances	352,105	390,766	368,435
7240 Health Care	2,633,685	2,835,738	2,804,143
7260 Compensated Absences	1,799,777	2,000,637	1,872,761
7270 Workers' Compensation	346,805	286,654	488,427
7280 Other Benefits	893,248	827,671	797,087
Subtotal Salaries and Benefits	\$ 24,066,763	\$ 26,023,561	\$ 25,645,926
<u>Services and Supplies</u>			
7510 Professional Services	4,061,730	6,606,999	7,807,850
7610 Outside Services	6,631,993	7,422,002	7,901,175
7630 Advertising Fees	46,038	56,500	56,500
7640 Utilities	2,778,949	3,082,390	2,998,526
7650 Travel, Training, and Mileage	134,958	173,151	96,188
7660 Office Expense	2,808,285	2,772,264	1,566,072
7670 Miscellaneous Expense	201,411	163,471	198,653
7690 Leases	4,062,626	4,193,186	4,566,370
7710 Fuels and Lubricants	319	0	0
7750 Maintenance Expense	169,821	103,500	102,000
7790 Other Materials and Supplies	100,072	33,500	42,553
7830 Contributions to Other Agencies	13,465	13,530	13,530
Subtotal Services and Supplies	\$ 21,009,667	\$ 24,620,493	\$ 25,349,417
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	4,088,867	3,597,225	5,785,000
Subtotal Capital Expenditure	\$ 4,088,867	\$ 3,597,225	\$ 5,785,000
Total Uses	\$ 49,165,297	\$ 54,241,279	\$ 56,780,343

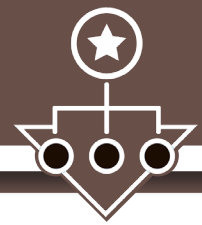


Finance and Administration

Chief Financial Officer, Finance and Administration (F&A)

The Chief Financial Officer of F&A encompasses the general oversight and management of the division. The department is responsible for initiating division-wide policy directives and the attainment of goals and objectives. The department undertakes all F&A personnel actions and ensures compliance with personnel related policies and procedures.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Chief Financial Officer			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	567,681	561,063	550,728
7209 Deferred Compensation	29,876	16,992	16,608
7210 Pensions	172,414	198,227	201,495
7220 Insurances	14,225	15,687	14,874
7240 Health Care	78,846	79,188	78,411
7260 Compensated Absences	68,115	78,617	74,460
7270 Workers' Compensation	14,809	7,457	12,755
7280 Other Benefits	62,993	49,086	48,442
Subtotal Salaries and Benefits	\$ 1,008,959	\$ 1,006,317	\$ 997,773
<u>Services and Supplies</u>			
7510 Professional Services	-303,350	1,230,000	880,000
7650 Travel, Training, and Mileage	20,311	5,532	3,624
7660 Office Expense	2,048	2,500	2,500
7670 Miscellaneous Expense	42,359	10,020	35,170
7830 Contributions to Other Agencies	13,465	13,530	13,530
Subtotal Services and Supplies	\$ -225,167	\$ 1,261,582	\$ 934,824
Chief Financial Officer Total	\$ 783,792	\$ 2,267,899	\$ 1,932,597



Accounting and Financial Reporting

The Accounting and Financial Reporting Department is responsible for general accounting, financial reporting, fixed-asset accounting, treasury accounting, accounts payable, accounts receivable, billing, and payroll functions. The department also produces annual reports and audited financial statements including the Comprehensive Annual Financial Report, Orange

County Local Transportation Authority financial statements, National Transit Database report, Cost Allocation Plan, Measure M2 financial status reports, and 91 Express Lanes financial statements.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Accounting and Financial Reporting			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,612,980	1,660,381	1,559,053
7209 Deferred Compensation	41,312	50,132	46,852
7210 Pensions	477,812	569,290	552,243
7220 Insurances	42,762	46,273	41,956
7240 Health Care	347,320	372,297	358,405
7260 Compensated Absences	221,566	231,938	210,041
7270 Workers' Compensation	40,916	37,284	63,774
7280 Other Benefits	111,071	90,852	85,057
Subtotal Salaries and Benefits	\$ 2,895,739	\$ 3,058,447	\$ 2,917,381
<u>Services and Supplies</u>			
7510 Professional Services	9,529	111,335	0
7610 Outside Services	34,197	70,640	83,400
7630 Advertising Fees	1,646	2,500	2,500
7650 Travel, Training, and Mileage	12,327	19,463	9,555
7660 Office Expense	17,733	12,290	15,590
7670 Miscellaneous Expense	8,522	10,276	10,890
Subtotal Services and Supplies	\$ 83,954	\$ 226,504	\$ 121,935
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	5,792	25,670	10,000
Subtotal Capital Expenditure	\$ 5,792	\$ 25,670	\$ 10,000
Accounting and Financial Reporting Total	\$ 2,985,485	\$ 3,310,621	\$ 3,049,316



Finance and Administration

Financial Planning and Analysis

The Financial Planning and Analysis Department is responsible for developing and maintaining the financial plans of OCTA. These plans include the annual budget, Comprehensive Business Plan, and fixed-asset replacement planning. The department is responsible for conducting various fiscal studies, monitoring expenditures, reporting budget variances, overseeing bus transit contracts, and verifying budget authority for requisitions.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Financial Planning and Analysis			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	939,993	978,725	1,012,796
7150 Extra Help Employees	5,516	13,500	10,880
7209 Deferred Compensation	23,633	29,642	30,452
7210 Pensions	270,427	337,078	359,514
7220 Insurances	24,983	27,367	27,270
7240 Health Care	145,599	155,821	170,078
7260 Compensated Absences	103,710	137,140	136,527
7270 Workers' Compensation	23,873	20,506	35,076
7280 Other Benefits	75,960	53,599	55,158
Subtotal Salaries and Benefits	\$ 1,613,694	\$ 1,753,378	\$ 1,837,751
<u>Services and Supplies</u>			
7510 Professional Services	216,209	544,158	323,988
7650 Travel, Training, and Mileage	2,916	9,630	4,681
7660 Office Expense	16,455	510,552	11,809
7670 Miscellaneous Expense	331	623	800
Subtotal Services and Supplies	\$ 235,911	\$ 1,064,963	\$ 341,278
Financial Planning and Analysis Total	\$ 1,849,605	\$ 2,818,341	\$ 2,179,029



Revenue Administration

The Revenue Administration Department is tasked with the management and administration of all federal and state grants from the point of grant award through the close-out process. The department ensures accurate and timely receipt of all grant funds and certifies that OCTA meets all federal and state compliance requirements. In addition, this department is responsible for all revenue administration, including fare policy and adjustments, fare stabilization revenue, administration of the Transportation Development Act, and local sales tax revenue administration.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Revenue Administration			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	601,545	685,017	708,798
7150 Extra Help Employees	9,313	12,000	9,520
7209 Deferred Compensation	18,214	20,747	21,376
7210 Pensions	184,635	236,020	252,528
7220 Insurances	15,874	19,154	19,142
7240 Health Care	98,303	116,280	100,784
7260 Compensated Absences	76,184	95,985	95,827
7270 Workers' Compensation	15,859	13,050	25,509
7280 Other Benefits	63,571	37,515	38,716
Subtotal Salaries and Benefits	\$ 1,083,498	\$ 1,235,768	\$ 1,272,200
<u>Services and Supplies</u>			
7510 Professional Services	68,382	541,000	493,752
7610 Outside Services	374,130	407,000	427,000
7650 Travel, Training, and Mileage	11,122	11,735	6,546
7660 Office Expense	14,526	2,000	4,500
7670 Miscellaneous Expense	60	1,320	1,010
Subtotal Services and Supplies	\$ 468,220	\$ 963,055	\$ 932,808
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	10,000	0
Subtotal Capital Expenditure	\$ 0	\$ 10,000	\$ 0
Revenue Administration Total	\$ 1,551,718	\$ 2,208,823	\$ 2,205,008



Contracts Administration and Materials Management (Camm)

The CAMM Department is responsible for contracting and purchasing all goods and services, implementing the federal Disadvantaged Business Enterprise Program, stocking and issuing bus parts, implementing a parts warranty program and managing the bus inventory. The department handles all procurement activity including the preparation of solicitation documents, conducting pre-proposal meetings, chairing vendor evaluation meetings, negotiating contract terms and conditions, and administering the contractual aspects of the project through completion.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Contracts Administration and Materials Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,239,129	4,491,503	4,422,683
7150 Extra Help Employees	63,630	63,000	61,200
7209 Deferred Compensation	108,945	124,075	120,733
7210 Pensions	1,277,437	1,532,799	1,564,276
7220 Insurances	107,492	118,614	114,114
7240 Health Care	926,114	990,604	987,830
7260 Compensated Absences	636,618	636,722	599,561
7270 Workers' Compensation	108,802	94,640	159,994
7280 Other Benefits	200,558	266,858	254,969
Subtotal Salaries and Benefits	\$ 7,668,725	\$ 8,318,815	\$ 8,285,360
<u>Services and Supplies</u>			
7510 Professional Services	200,267	298,005	283,000
7610 Outside Services	42,995	13,000	13,000
7630 Advertising Fees	44,392	54,000	54,000
7650 Travel, Training, and Mileage	6,758	15,915	11,889
7660 Office Expense	15,305	12,558	12,700
7670 Miscellaneous Expense	92,514	96,582	97,992
7750 Maintenance Expense	166,849	100,000	100,000
7790 Other Materials and Supplies	71,212	2,000	2,000
Subtotal Services and Supplies	\$ 640,292	\$ 592,060	\$ 574,581
Contracts Administration and Materials Management Total	\$ 8,309,017	\$ 8,910,875	\$ 8,859,941



Information Systems

The Information Systems Department manages the effective and secure delivery of computing and communication solutions to all OCTA business units. The department is responsible for providing reliable computing, systems and business support, business intelligence/analytics, cybersecurity, and technology training. The department is also responsible for OCTA's Innovation Office which researches and deploys innovative ideas and technologies in the transportation industry.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Information Systems			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,370,871	4,516,870	4,354,473
7150 Extra Help Employees	23,156	45,000	20,400
7209 Deferred Compensation	118,888	136,651	131,163
7210 Pensions	1,320,173	1,555,911	1,550,610
7220 Insurances	111,707	126,154	117,459
7240 Health Care	717,225	757,493	745,663
7260 Compensated Absences	537,494	632,212	588,056
7270 Workers' Compensation	111,481	72,704	124,357
7280 Other Benefits	263,564	256,271	246,759
Subtotal Salaries and Benefits	\$ 7,574,559	\$ 8,099,266	\$ 7,878,940
<u>Services and Supplies</u>			
7510 Professional Services	3,492,094	3,732,501	5,777,110
7610 Outside Services	5,503,442	6,133,762	6,507,494
7640 Utilities	884,475	1,078,600	985,540
7650 Travel, Training, and Mileage	67,091	93,992	50,560
7660 Office Expense	1,936,220	602,290	689,350
7670 Miscellaneous Expense	1,858	2,390	2,716
7750 Maintenance Expense	2,972	3,500	2,000
Subtotal Services and Supplies	\$ 11,888,152	\$ 11,647,035	\$ 14,014,770
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	4,040,922	3,396,555	5,775,000
Subtotal Capital Expenditure	\$ 4,040,922	\$ 3,396,555	\$ 5,775,000
Information Systems Total	\$ 23,503,633	\$ 23,142,856	\$ 27,668,710



Finance and Administration

General Services

General Services provides a variety of support services to OCTA, including all matters relating to lease agreements, office renovations, furniture assignment and upkeep, and communication between property management and OCTA. In addition, the department oversees records management, mail services, reprographics, OCTA Store, and OCTA's receptionist staff.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
General Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,050,784	1,152,153	1,083,185
7209 Deferred Compensation	27,143	34,788	31,702
7210 Pensions	305,998	395,009	373,625
7220 Insurances	29,418	32,113	28,392
7240 Health Care	296,474	325,744	327,418
7260 Compensated Absences	132,781	160,950	142,120
7270 Workers' Compensation	27,002	37,285	60,585
7280 Other Benefits	77,968	62,908	57,414
Subtotal Salaries and Benefits	\$ 1,947,568	\$ 2,200,950	\$ 2,104,441
<u>Services and Supplies</u>			
7510 Professional Services	290,726	0	0
7610 Outside Services	677,229	797,600	870,281
7640 Utilities	1,894,474	2,003,790	2,012,986
7650 Travel, Training, and Mileage	4,739	14,323	7,169
7660 Office Expense	702,283	1,488,074	703,923
7670 Miscellaneous Expense	22,696	8,500	14,090
7690 Leases	4,062,626	4,193,186	4,566,370
7710 Fuels and Lubricants	319	0	0
7790 Other Materials and Supplies	28,860	31,500	40,553
Subtotal Services and Supplies	\$ 7,683,952	\$ 8,536,973	\$ 8,215,372
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	42,153	165,000	0
Subtotal Capital Expenditure	\$ 42,153	\$ 165,000	\$ 0
General Services Total	\$ 9,673,673	\$ 10,902,923	\$ 10,319,813



Treasury

The Treasury Department is responsible for OCTA’s investment portfolio and debt obligations. The department also manages OCTA’s cash flow requirements, oversees and directs the investment of cash assets, monitors the performance of investment managers, oversees the investment components of the defined contribution programs, and develops financing strategies to support operational goals and capital programs/acquisitions. The department also works closely with bond-rating agencies to maintain OCTA’s strong credit ratings and to ensure that OCTA is well received by the investment community.

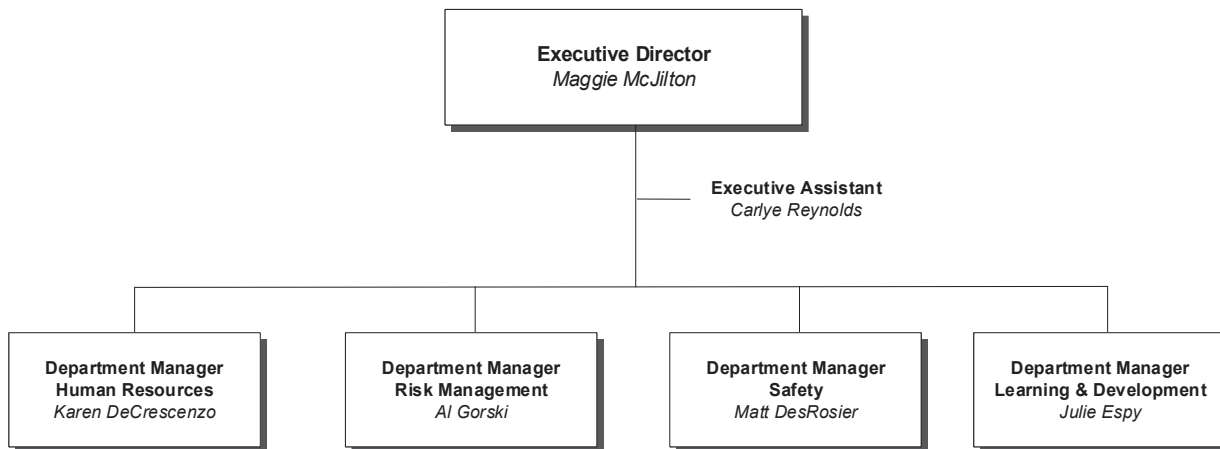
Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Treasury Department			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	133,449	193,223	193,549
7209 Deferred Compensation	3,269	5,852	5,837
7210 Pensions	42,920	66,447	68,794
7220 Insurances	5,644	5,404	5,228
7240 Health Care	23,804	38,311	35,554
7260 Compensated Absences	23,309	27,073	26,169
7270 Workers' Compensation	4,063	3,728	6,377
7280 Other Benefits	37,563	10,582	10,572
Subtotal Salaries and Benefits	\$ 274,021	\$ 350,620	\$ 352,080
<u>Services and Supplies</u>			
7510 Professional Services	87,873	150,000	50,000
7650 Travel, Training, and Mileage	9,694	2,561	2,164
7660 Office Expense	103,715	142,000	125,700
7670 Miscellaneous Expense	33,071	33,760	35,985
Subtotal Services and Supplies	\$ 234,353	\$ 328,321	\$ 213,849
Treasury Department Total	\$ 508,374	\$ 678,941	\$ 565,929



Human Resources and Organizational Development

Human Resources and Organizational Development Organizational Chart

Human Resources & Organizational Development Division



Human Resources and Organizational Development Division (HR&OD)

The HR&OD Division supports OCTA's goals and objectives by ensuring the development and welfare of its employees, through long-term strategic planning and partnership. The HR&OD Division carries the responsibility for OCTA's functions in relation to employment compensation and benefits, risk management, training, employee relations, health, safety, environmental compliance, internal communications, and organizational development.



Human Resources and Organizational Development Staffing

Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Executive Director, HR&OD</u>			
Employee Relations Representative	0.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Executive Director, HR&OD	2.00	3.00	3.00
<u>Human Resources</u>			
Benefit Analyst	6.00	4.00	3.00
Business Systems Analyst	1.00	0.00	1.00
Compensation Analyst	3.00	2.00	2.00
Department/Program Manager	2.00	2.00	2.00
Employee Relations Representative	3.00	2.00	1.00
Executive Assistant	2.00	2.00	2.00
Human Resources Representative	6.00	6.00	7.00
Safety Specialist	1.00	0.00	0.00
Section Supervisor	1.00	1.00	1.00
Section/Department Manager	2.00	4.00	4.00
Talent Acquisition Specialist	0.00	2.00	2.00
Wellness Coordinator	0.00	1.00	1.00
Human Resources	27.00	26.00	26.00
<u>Learning and Development</u>			
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Learning and Development Specialist	3.00	3.00	3.00
Learning and Development	5.00	5.00	5.00
<u>Risk Management</u>			
Claims Representative	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	3.00	3.00	3.00
Section/Department Manager	1.00	1.00	1.00
Worker's Compensation Program Specialist	1.00	1.00	1.00
Risk Management	7.00	7.00	7.00
<u>Safety</u>			
Department/Program Manager	1.00	2.00	2.00
Executive Assistant	1.00	1.00	1.00
Safety Specialist	6.00	6.00	6.00
Safety	8.00	9.00	9.00
Total HR&OD	49.00	50.00	50.00



Human Resources and Organizational Development

Human Resources and Organizational Development Expenses by Account

Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,977,300	4,500,788	4,275,701
7150 Extra Help Employees	77,045	189,714	179,820
7209 Deferred Compensation	109,219	136,166	128,775
7210 Pensions	1,160,063	1,562,567	1,536,874
7220 Insurances	107,103	125,696	115,308
7240 Health Care	749,759	876,134	822,852
7260 Compensated Absences	498,710	629,951	577,355
7270 Workers' Compensation	103,194	93,212	159,434
7280 Other Benefits	407,875	859,140	779,434
Subtotal Salaries and Benefits	\$ 7,190,268	\$ 8,973,368	\$ 8,575,553
<u>Services and Supplies</u>			
7510 Professional Services	729,579	1,302,632	1,046,432
7610 Outside Services	309,383	345,410	266,410
7630 Advertising Fees	40,392	110,000	130,000
7650 Travel, Training, and Mileage	114,309	107,835	57,935
7660 Office Expense	87,105	391,800	142,540
7670 Miscellaneous Expense	152,398	229,391	215,872
7750 Maintenance Expense	9	0	0
7790 Other Materials and Supplies	70,431	67,375	69,375
7830 Contributions to Other Agencies	0	0	13,470
Subtotal Services and Supplies	\$ 1,503,606	\$ 2,554,443	\$ 1,942,034
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	19,618	45,000	45,000
Subtotal Capital Expenditure	\$ 19,618	\$ 45,000	\$ 45,000
Total Uses	\$ 8,713,492	\$ 11,572,811	\$ 10,562,587



Executive Director, HR&OD

The Executive Director of HR&OD provides strategic initiatives in support of the operational, financial, and long-term functions of the HR&OD Division and OCTA. The Executive Director, in alignment with direction from the Board of Directors, aligns the divisions within OCTA for talent acquisition and management, as well as workforce development, compliance with state and federal regulations, and risk mitigation.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Executive Director, HR&OD			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	286,531	360,222	340,674
7209 Deferred Compensation	9,686	10,910	10,260
7210 Pensions	59,486	126,518	124,403
7220 Insurances	6,976	10,069	9,189
7240 Health Care	12,834	28,146	27,286
7260 Compensated Absences	26,188	50,474	46,000
7270 Workers' Compensation	6,647	5,593	9,566
7280 Other Benefits	18,318	28,907	27,765
Subtotal Salaries and Benefits	\$ 426,666	\$ 620,839	\$ 595,143
<u>Services and Supplies</u>			
7510 Professional Services	27	0	0
7650 Travel, Training, and Mileage	3,592	6,098	2,896
7660 Office Expense	1,051	26,000	19,000
7670 Miscellaneous Expense	5,279	6,400	7,600
7790 Other Materials and Supplies	2,890	500	500
Subtotal Services and Supplies	\$ 12,839	\$ 38,998	\$ 29,996
Executive Director, HR&OD Total	\$ 439,505	\$ 659,837	\$ 625,139



Human Resources and Organizational Development

Human Resources

The Human Resources Department is responsible for human resource planning, employment processes, administering compensation and employee benefits, resolving employee grievances, and overseeing labor and employee relations. Activities include performance management, employee health insurance, retirement and benefit programs, recruitment and selection, wage administration, and job evaluations. The department is also responsible for administering three collective

bargaining agreements with represented employees, facilitating resolution of workplace conflicts, and administering dispute resolution procedures for both represented and non-represented employees.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Human Resources			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,067,877	2,165,116	2,047,161
7150 Extra Help Employees	40,734	166,464	159,420
7209 Deferred Compensation	45,412	65,427	61,582
7210 Pensions	619,509	755,845	740,901
7220 Insurances	56,429	60,395	55,138
7240 Health Care	456,500	475,513	440,445
7260 Compensated Absences	244,349	302,674	276,107
7270 Workers' Compensation	55,501	48,470	82,906
7280 Other Benefits	234,282	622,054	548,551
Subtotal Salaries and Benefits	\$ 3,820,593	\$ 4,661,958	\$ 4,412,211
<u>Services and Supplies</u>			
7510 Professional Services	477,559	881,182	559,082
7610 Outside Services	26,377	117,410	121,410
7630 Advertising Fees	40,392	110,000	130,000
7650 Travel, Training, and Mileage	49,815	30,408	17,181
7660 Office Expense	47,961	42,300	98,740
7670 Miscellaneous Expense	43,740	94,727	84,707
7750 Maintenance Expense	9	0	0
7790 Other Materials and Supplies	62,852	58,175	58,175
7830 Contributions to Other Agencies	0	0	13,470
Subtotal Services and Supplies	\$ 748,705	\$ 1,334,202	\$ 1,082,765
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	19,618	0	0
Subtotal Capital Expenditure	\$ 19,618	\$ 0	\$ 0
Human Resources Total	\$ 4,588,916	\$ 5,996,160	\$ 5,494,976



Learning and Development

The Learning and Development Department is responsible for all learning and development activities in the talent management lifecycle. The department functions as an internal consultant to other divisions, providing customized training, competency assessments, professional development, and assistance with acquiring and building training. The department also administers OCTA's Mentor Program and the education reimbursement program for OCTA staff. This department retains a strategic focus, ensuring alignment between the strategic plan and core competencies.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Learning and Development			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	400,831	432,000	422,451
7150 Extra Help Employees	20,758	11,250	10,200
7209 Deferred Compensation	12,997	13,083	12,740
7210 Pensions	120,112	148,981	150,715
7220 Insurances	10,993	12,079	11,408
7240 Health Care	66,957	80,135	73,472
7260 Compensated Absences	60,441	60,531	57,118
7270 Workers' Compensation	10,353	9,321	15,943
7280 Other Benefits	116,122	123,657	123,076
Subtotal Salaries and Benefits	\$ 819,564	\$ 891,037	\$ 877,123
<u>Services and Supplies</u>			
7510 Professional Services	116,575	100,000	63,500
7610 Outside Services	4,597	0	0
7650 Travel, Training, and Mileage	47,648	50,659	26,231
7660 Office Expense	30,988	23,500	24,800
7670 Miscellaneous Expense	42,623	30,929	22,790
Subtotal Services and Supplies	\$ 242,431	\$ 205,088	\$ 137,321
Learning and Development Total	\$ 1,061,995	\$ 1,096,125	\$ 1,014,444



Human Resources and Organizational Development

Risk Management

The Risk Management Department is responsible for protecting OCTA's assets and property from the adverse consequences of accidental losses. The department evaluates and procures all appropriate forms and limits of liability, property, and other related insurance coverage. Additionally, the department manages OCTA's self-insured liability, subrogation, and workers' compensation programs, and develops and recommends strategically focused loss control programs to reduce claims losses.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Risk Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	514,424	603,994	586,547
7150 Extra Help Employees	2,688	12,000	0
7209 Deferred Compensation	23,393	18,293	17,689
7210 Pensions	155,754	208,156	208,477
7220 Insurances	13,618	16,886	15,841
7240 Health Care	108,424	136,011	123,621
7260 Compensated Absences	82,587	84,634	79,304
7270 Workers' Compensation	12,870	13,050	22,321
7280 Other Benefits	6,213	33,076	32,037
Subtotal Salaries and Benefits	\$ 919,971	\$ 1,126,100	\$ 1,085,837
<u>Services and Supplies</u>			
7610 Outside Services	13,756	13,000	0
7650 Travel, Training, and Mileage	3,233	7,255	4,446
7660 Office Expense	3,870	0	0
7670 Miscellaneous Expense	1,974	2,350	2,550
Subtotal Services and Supplies	\$ 22,833	\$ 22,605	\$ 6,996
Risk Management Total	\$ 942,804	\$ 1,148,705	\$ 1,092,833



Safety

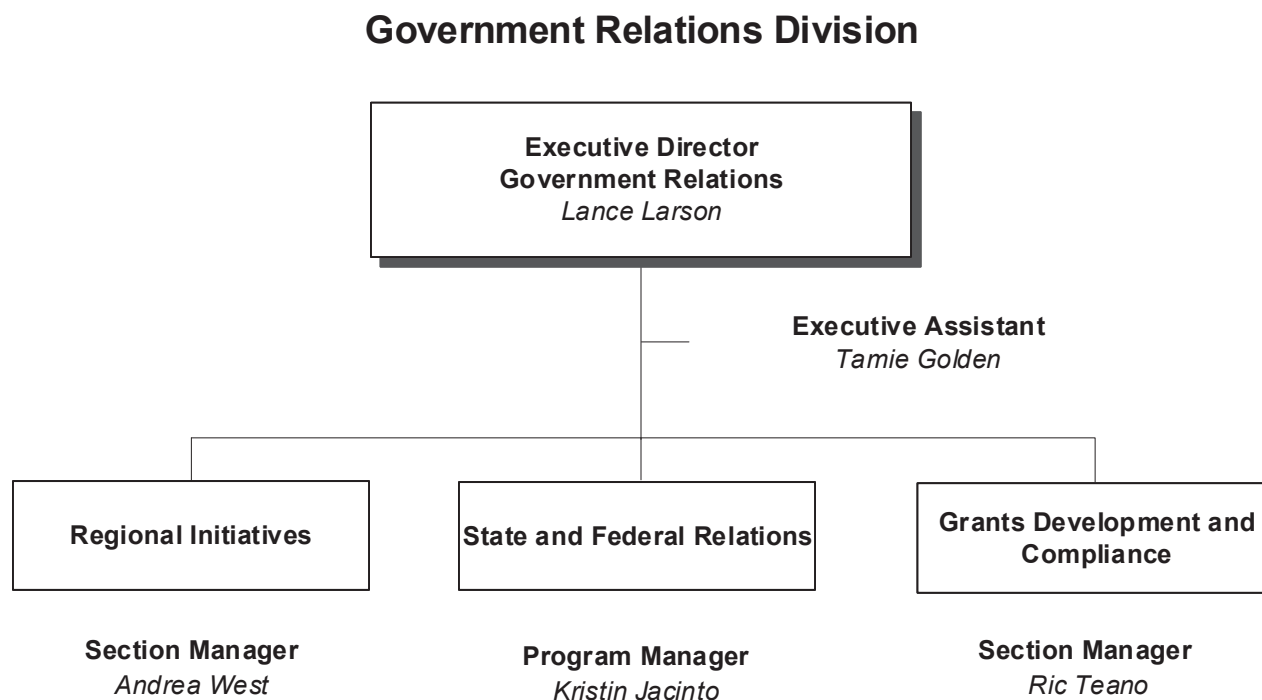
The Safety Department is responsible for ensuring OCTA is compliant with all applicable health, safety, and environmental standards, codes, and regulations. The department develops and implements authority-wide employee, fleet, and system safety programs.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Safety			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	707,637	939,456	878,868
7150 Extra Help Employees	12,865	0	10,200
7209 Deferred Compensation	17,731	28,453	26,504
7210 Pensions	205,202	323,067	312,378
7220 Insurances	19,087	26,267	23,732
7240 Health Care	105,044	156,329	158,028
7260 Compensated Absences	85,145	131,638	118,826
7270 Workers' Compensation	17,823	16,778	28,698
7280 Other Benefits	32,940	51,446	48,005
Subtotal Salaries and Benefits	\$ 1,203,474	\$ 1,673,434	\$ 1,605,239
<u>Services and Supplies</u>			
7510 Professional Services	135,418	321,450	423,850
7610 Outside Services	264,653	215,000	145,000
7650 Travel, Training, and Mileage	10,021	13,415	7,181
7660 Office Expense	3,235	300,000	0
7670 Miscellaneous Expense	58,782	94,985	98,225
7790 Other Materials and Supplies	4,689	8,700	10,700
Subtotal Services and Supplies	\$ 476,798	\$ 953,550	\$ 684,956
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	45,000	45,000
Subtotal Capital Expenditure	\$ 0	\$ 45,000	\$ 45,000
Safety Total	\$ 1,680,272	\$ 2,671,984	\$ 2,335,195



Government Relations

Government Relations Division Organizational Chart



Government Relations Division

The Government Relations Division serves as OCTA's liaison with members of the California State Legislature, United States Congress, and regional elected officials and representatives. In addition, the division is the agency's focal point for state and federal compliance oversight and sub-recipient monitoring activities.



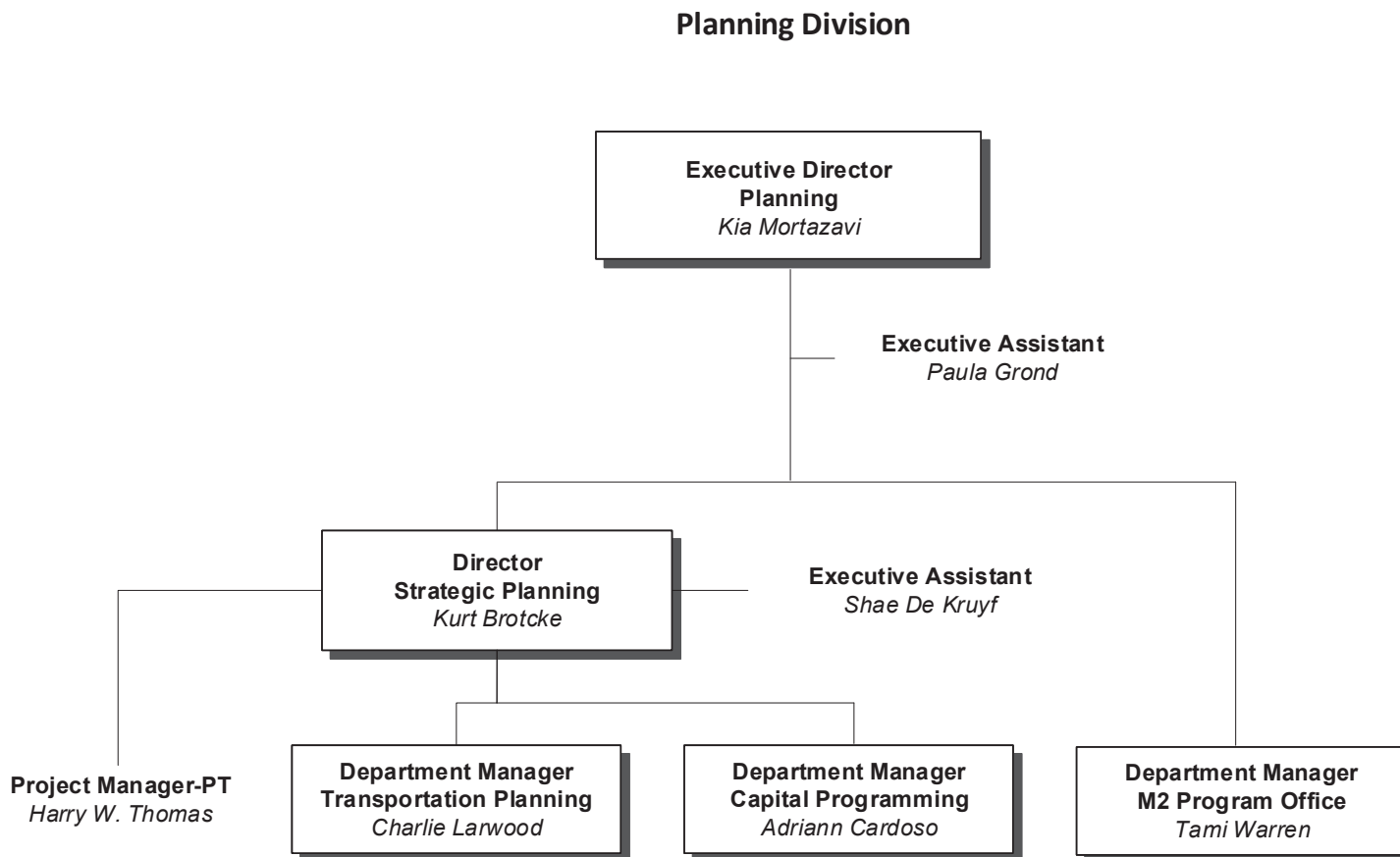
Government Relations Division Staffing

Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Executive Director, Government Relations</u>			
Business Unit Analyst	0.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Government Relations Representative	3.50	3.50	3.50
Section/Department Manager	2.00	2.00	2.00
Executive Director, Government Relations	8.50	9.50	9.50
Total Government Relations	8.50	9.50	9.50

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Executive Director, Government Relations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	957,695	966,856	907,953
7150 Extra Help Employees	30,480	26,982	24,480
7209 Deferred Compensation	25,925	29,282	27,274
7210 Pensions	277,058	336,146	325,265
7220 Insurances	25,255	27,032	24,429
7240 Health Care	152,901	164,188	145,617
7260 Compensated Absences	100,678	135,478	122,282
7270 Workers' Compensation	24,735	17,710	30,292
7280 Other Benefits	76,324	62,129	58,584
Subtotal Salaries and Benefits	\$ 1,671,051	\$ 1,765,803	\$ 1,666,176
<u>Services and Supplies</u>			
7510 Professional Services	943,128	290,000	1,000,000
7610 Outside Services	0	500	500
7650 Travel, Training, and Mileage	94,455	54,906	35,868
7660 Office Expense	3,793	12,300	5,700
7670 Miscellaneous Expense	31,138	39,530	34,975
7790 Other Materials and Supplies	0	300	200
Subtotal Services and Supplies	\$ 1,072,514	\$ 397,536	\$ 1,077,243
Executive Director, Government Relations Total	\$ 2,743,565	\$ 2,163,339	\$ 2,743,419



Planning Division Organizational Chart



Planning Division

OCTA's Planning Division is responsible for developing future transportation solutions and securing funding for transportation improvements in collaboration with local and regional transportation agencies, while ensuring adherence to Board of Directors (Board) policies and direction, Measure M2 requirements, and compliance with state and federal mandates. The stated mission of the Planning Division is to provide planning and programming for transportation initiatives that meet the mobility needs of Orange County, consistent with the OCTA Strategic Plan.



Planning Division Staffing

Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Executive Director, Planning</u>			
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Program Management Analyst	2.00	2.00	2.00
Executive Director, Planning	5.00	5.00	5.00
<u>Director, Strategic Planning</u>			
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Project Manager	1.00	1.00	1.00
Director, Strategic Planning	3.00	3.00	3.00
<u>Planning and Analysis</u>			
Department/Program Manager	3.00	3.00	3.00
GIS Analyst	2.00	2.00	2.00
Project Manager	3.00	3.00	3.00
Section/Department Manager	4.00	4.00	4.00
Strategic Plan Administrator	1.00	1.00	1.00
Transportation Analyst	10.50	9.50	9.50
Transportation Funding Analyst	0.00	1.00	1.00
Planning and Analysis	23.50	23.50	23.50
<u>Capital and Local Programs</u>			
Business Unit Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Section/Department Manager	5.00	5.00	5.00
Transportation Analyst	1.00	1.00	0.00
Transportation Funding Analyst	3.50	3.50	4.50
Capital and Local Programs	11.50	11.50	11.50
Total Planning	43.00	43.00	43.00



Planning Division Expenses by Account

Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Salaries and Benefits			
7110 Salaries-Regular Employees	4,128,321	4,575,196	4,339,278
7150 Extra Help Employees	74,582	175,060	96,560
7209 Deferred Compensation	140,858	138,572	130,858
7210 Pensions	1,156,317	1,585,622	1,588,282
7220 Insurances	111,846	127,921	117,193
7240 Health Care	629,688	742,860	708,503
7260 Compensated Absences	532,001	641,081	586,687
7270 Workers' Compensation	107,030	80,162	137,113
7280 Other Benefits	320,440	270,814	257,785
Subtotal Salaries and Benefits	\$ 7,201,083	\$ 8,337,288	\$ 7,962,259
Services and Supplies			
7510 Professional Services	2,234,976	4,063,000	1,759,000
7650 Travel, Training, and Mileage	35,578	38,126	26,934
7660 Office Expense	9,022	12,578	11,973
7670 Miscellaneous Expense	6,942	24,500	25,590
7790 Other Materials and Supplies	0	24,000	12,000
Subtotal Services and Supplies	\$ 2,286,518	\$ 4,162,204	\$ 1,835,497
Total Uses	\$ 9,487,601	\$ 12,499,492	\$ 9,797,756

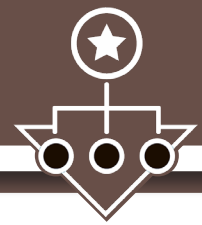
Executive Director, Planning

The Executive Director of Planning sets the division's direction and leads the planning, programming, and program management efforts, as well as coordinates supporting activities with other OCTA divisions and external parties.

The Program Management Office (PMO) ensures seamless and effective interdivisional communications of the M2 Transportation Investment Plan and Ordinance No. 3. The PMO leads the implementation of safeguard measures called for in the Ordinance No. 3, including the preparation of quarterly reports to the Board, Triennial Performance Assessments, and Ten-Year Comprehensive reviews. While multiple organizational units within OCTA carry out the various activities related to M2 including finance, delivery, and accountability, the PMO is charged with the responsibility to assess, facilitate, and provide direction as needed to ensure OCTA is successful in meeting the expectations of the public.

Director, Strategic Planning

Strategic Planning identifies and recommends funding for the implementation of major new projects and programs in conjunction with outside transit agencies, transit advocacy, bikeway and pedestrian stakeholders, and local jurisdictions. In addition to planning for freeways, streets and roads, transit, bikeway, and environmental initiatives, this department provides analytic support for the overall agency. It recommends the long-range vision for mobility in Orange County. The department recommends direction and monitors the implementation of the OCTA Strategic Plan, as well as supports the development and implementation of Board Chairman Initiatives, CEO Initiatives, and the Action Plan.



Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Executive Director, Planning			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	545,512	612,781	591,380
7150 Extra Help Employees	15,313	82,810	12,240
7209 Deferred Compensation	24,411	18,560	17,834
7210 Pensions	134,383	216,475	228,029
7220 Insurances	14,939	17,133	15,973
7240 Health Care	70,588	87,332	77,918
7260 Compensated Absences	67,156	85,863	79,956
7270 Workers' Compensation	15,020	9,321	15,943
7280 Other Benefits	80,055	42,738	41,482
Subtotal Salaries and Benefits	\$ 967,377	\$ 1,173,013	\$ 1,080,755
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,026	1,372	651
7670 Miscellaneous Expense	0	5,000	5,000
Subtotal Services and Supplies	\$ 1,026	\$ 6,372	\$ 5,651
Executive Director, Planning Total	\$ 968,403	\$ 1,179,385	\$ 1,086,406
Director, Strategic Planning			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	335,308	394,943	322,029
7209 Deferred Compensation	16,504	11,962	9,711
7210 Pensions	56,874	138,459	138,169
7220 Insurances	8,947	11,044	8,698
7240 Health Care	47,172	53,387	52,851
7260 Compensated Absences	42,836	55,341	43,540
7270 Workers' Compensation	8,718	5,593	9,566
7280 Other Benefits	34,299	30,809	26,770
Subtotal Salaries and Benefits	\$ 550,658	\$ 701,538	\$ 611,334
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	4,036	5,600	2,621
7660 Office Expense	7,646	11,078	10,473
7670 Miscellaneous Expense	351	600	600
Subtotal Services and Supplies	\$ 12,033	\$ 17,278	\$ 13,694
Director, Strategic Planning Total	\$ 562,691	\$ 718,816	\$ 625,028



Planning

Planning and Analysis

Planning and Analysis is responsible for the long-range regional transportation planning efforts, developing transportation project concepts, plans, and strategies for near-term transit service improvements. In addition, in support of non-motorized transportation, the department conducts regional bikeway and pedestrian studies. It is the lead in the implementation of the M2 Freeway Environmental Mitigation Program and Environmental Cleanup Program. Planning and Analysis is also responsible for implementing multi-jurisdictional regional traffic signal synchronization projects and employs information technology to deliver analytical maps and information products by way of the Geographic Information System.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Planning and Analysis			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,394,205	2,499,416	2,406,242
7150 Extra Help Employees	41,874	65,250	59,840
7209 Deferred Compensation	76,088	75,702	72,565
7210 Pensions	706,989	862,385	858,327
7220 Insurances	63,524	69,881	64,984
7240 Health Care	351,813	385,023	388,099
7260 Compensated Absences	307,289	350,222	325,335
7270 Workers' Compensation	61,502	43,810	74,934
7280 Other Benefits	164,903	138,776	133,836
Subtotal Salaries and Benefits	\$ 4,168,187	\$ 4,490,465	\$ 4,384,162
<u>Services and Supplies</u>			
7510 Professional Services	2,234,976	4,063,000	1,759,000
7650 Travel, Training, and Mileage	18,912	17,120	9,912
7670 Miscellaneous Expense	4,501	11,080	13,575
7790 Other Materials and Supplies	0	24,000	12,000
Subtotal Services and Supplies	\$ 2,258,389	\$ 4,115,200	\$ 1,794,487
Planning and Analysis Total	\$ 6,426,576	\$ 8,605,665	\$ 6,178,649



Capital and Local Programs

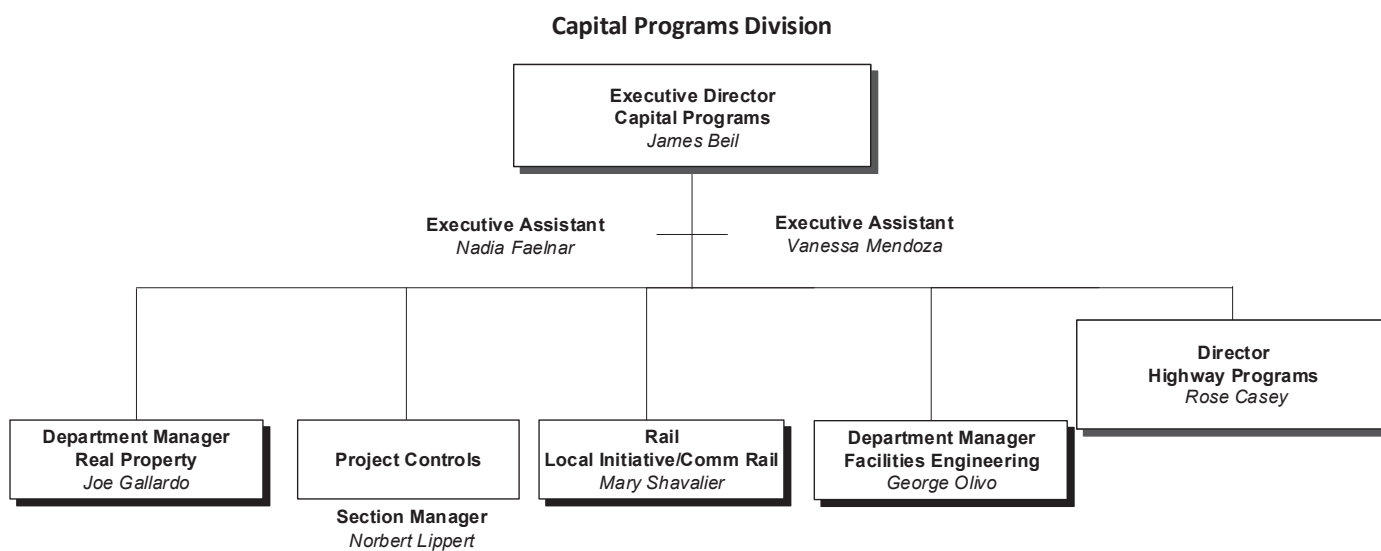
Capital and Local Programs is responsible for the funding of local, state, and federal programs by identifying, pursuing, and securing new state and federal funds. The department develops, implements, and administers the M2 grant programs for streets and roads, transit extensions to Metrolink, community-based transit/circulators, transit stop amenities, and assists in the administration of water quality grants. In addition, it is responsible for ensuring that local jurisdictions meet eligibility requirements for Measure M2 (M2) funding as required by Ordinance No. 3.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Capital and Local Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	853,296	1,068,056	1,019,627
7150 Extra Help Employees	17,395	27,000	24,480
7209 Deferred Compensation	23,855	32,348	30,748
7210 Pensions	258,071	368,303	363,757
7220 Insurances	24,436	29,863	27,538
7240 Health Care	160,115	217,118	189,635
7260 Compensated Absences	114,720	149,655	137,856
7270 Workers' Compensation	21,790	21,438	36,670
7280 Other Benefits	41,183	58,491	55,697
Subtotal Salaries and Benefits	\$ 1,514,861	\$ 1,972,272	\$ 1,886,008
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	11,604	14,034	13,750
7660 Office Expense	1,376	1,500	1,500
7670 Miscellaneous Expense	2,090	7,820	6,415
Subtotal Services and Supplies	\$ 15,070	\$ 23,354	\$ 21,665
Capital and Local Programs Total	\$ 1,529,931	\$ 1,995,626	\$ 1,907,673



Capital Programs

Capital Programs Division Organizational Chart



Capital Programs Division

The Capital Programs Division is responsible for implementing OCTA's highway projects, railroad grade separation projects, rail capital improvement projects, bus and transit facility improvements, and real estate services. The program of projects managed by the division includes Measure M2 (M2) and other state and federal funded projects. The division is responsible for project development activities from the initial preliminary engineering and environmental phase through construction completion. In addition to developing a variety of capital improvement projects, the division is also responsible for OCTA-owned transit and rail right-of-way management and leasing.



Capital Programs Division Staffing

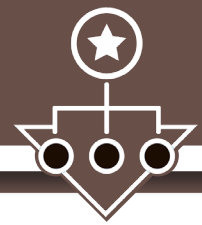
Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Executive Director, Capital Programs</u>			
Civil Engineer	2.00	2.00	1.00
Department/Program Manager	3.00	3.00	3.00
Executive Assistant	1.00	1.00	2.00
Executive Director	1.00	1.00	1.00
Project Controls Analyst	4.00	4.00	4.00
Project Manager	0.00	1.00	2.00
Real Property Agent	6.00	6.00	6.00
Executive Director, Capital Programs	17.00	18.00	19.00
<u>Rail</u>			
Department/Program Manager	2.00	2.00	2.00
Executive Assistant	1.00	1.00	0.00
Project Manager	3.00	2.00	2.00
Rail	6.00	5.00	4.00
<u>Highway Project Delivery</u>			
Department/Program Manager	4.00	4.00	4.00
Director	1.00	1.00	1.00
Executive Assistant	2.00	2.00	2.00
Project Manager	5.00	4.00	4.00
Highway Project Delivery	12.00	11.00	11.00
Total Capital Programs	35.00	34.00	34.00



Capital Programs

Capital Programs Division Expenses by Account

Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,708,712	4,064,086	3,924,875
7150 Extra Help Employees	27,823	69,750	63,240
7209 Deferred Compensation	115,294	123,029	118,302
7210 Pensions	1,101,127	1,405,098	1,403,437
7220 Insurances	96,709	113,573	105,941
7240 Health Care	531,327	588,706	565,994
7260 Compensated Absences	498,318	569,186	530,379
7270 Workers' Compensation	94,426	63,384	108,415
7280 Other Benefits	224,220	240,875	232,640
Subtotal Salaries and Benefits	\$ 6,397,956	\$ 7,237,687	\$ 7,053,223
<u>Services and Supplies</u>			
7510 Professional Services	199,535	550,000	705,000
7610 Outside Services	833,869	1,560,000	1,210,000
7630 Advertising Fees	2,826	2,000	2,000
7650 Travel, Training, and Mileage	31,052	36,152	21,889
7660 Office Expense	28,160	19,100	27,700
7670 Miscellaneous Expense	12,855	14,695	16,950
7690 Leases	31,483	101,500	104,600
Subtotal Services and Supplies	\$ 1,139,780	\$ 2,283,447	\$ 2,088,139
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	4,444,263	5,455,999	3,625,000
Subtotal Capital Expenditure	\$ 4,444,263	\$ 5,455,999	\$ 3,625,000
Total Uses	\$ 11,981,999	\$ 14,977,133	\$ 12,766,362



Executive Director, Capital Programs

The Executive Director of Capital Programs has the responsibility of ensuring that OCTA's highway and rail improvements are delivered in agreement with Board direction. The Capital Programs Division is organized around two functional areas to carry out its responsibilities and Capital Program's critical tasks through Project Controls and Real Property. Project Controls

acts as an essential support function to the Highway Programs Department by developing schedules and establishing budgets for the various capital improvement projects. Real Property handles OCTA's right-of-way and real property activity, including real estate appraisal and right-of-way acquisition, relocation assistance, and property leases.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Executive Director, Capital Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,847,468	2,001,202	1,980,309
7150 Extra Help Employees	9,751	45,000	40,800
7209 Deferred Compensation	50,585	60,551	59,662
7210 Pensions	552,890	692,129	708,165
7220 Insurances	47,158	55,896	53,425
7240 Health Care	271,779	302,049	308,514
7260 Compensated Absences	251,848	280,131	267,467
7270 Workers' Compensation	47,204	33,556	60,585
7280 Other Benefits	122,338	118,723	117,243
Subtotal Salaries and Benefits	\$ 3,201,021	\$ 3,589,237	\$ 3,596,170
<u>Services and Supplies</u>			
7510 Professional Services	199,535	550,000	705,000
7610 Outside Services	833,861	1,560,000	1,210,000
7630 Advertising Fees	2,826	2,000	2,000
7650 Travel, Training, and Mileage	7,423	13,631	9,934
7660 Office Expense	19,442	12,100	19,700
7670 Miscellaneous Expense	2,058	5,981	7,111
7690 Leases	31,483	101,500	104,600
Subtotal Services and Supplies	\$ 1,096,628	\$ 2,245,212	\$ 2,058,345
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	4,444,263	5,455,999	3,625,000
Subtotal Capital Expenditure	\$ 4,444,263	\$ 5,455,999	\$ 3,625,000
Executive Director, Capital Programs Total	\$ 8,741,912	\$ 11,290,448	\$ 9,279,515



Capital Programs

Rail

The Rail Department is primarily responsible for sustaining, improving, and expanding Orange County's rail system by providing rail and transit facilities and upgrades that support and match the growth and development patterns of the county and region. In addition, the department is responsible for many complementary transit projects and programs such as the development and implementation of an efficient rail

transit system using OCTA owned railroad right-of-way in Orange County. These responsibilities include sustaining local transit connectors, developing grade separations and grade crossing safety improvements, which allow local agencies to establish railroad quiet zones, and constructing key rail stations and gateways to regional rail.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Rail			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	543,016	613,966	527,540
7150 Extra Help Employees	10,008	0	0
7209 Deferred Compensation	14,063	18,595	15,909
7210 Pensions	149,766	211,135	187,504
7220 Insurances	14,808	17,165	14,245
7240 Health Care	72,846	80,831	57,766
7260 Compensated Absences	63,729	86,030	71,326
7270 Workers' Compensation	13,218	9,321	12,755
7280 Other Benefits	8,446	33,622	28,815
Subtotal Salaries and Benefits	\$ 889,900	\$ 1,070,665	\$ 915,860
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	16,425	14,554	7,686
7660 Office Expense	3,274	2,000	3,000
7670 Miscellaneous Expense	8,141	5,640	6,250
Subtotal Services and Supplies	\$ 27,840	\$ 22,194	\$ 16,936
Rail Total	\$ 917,740	\$ 1,092,859	\$ 932,796



Highway Project Delivery

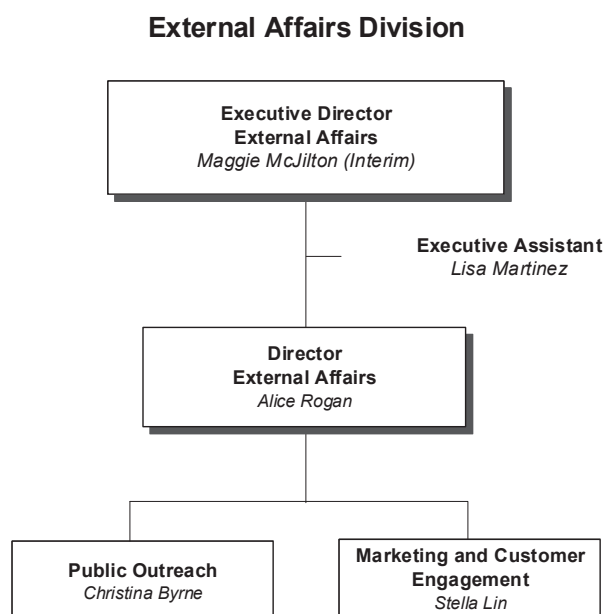
Highway Project Delivery ensures freeway and highway improvement projects that OCTA has promised to Orange County residents are built. The department is responsible for managing the implementation of freeway and highway projects in the M2 Program of projects within Orange County. The program of projects can also include other major construction projects deemed to be regionally significant. The department also manages the implementation of individual projects within the program of projects.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Highway Project Delivery			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,318,228	1,448,918	1,417,026
7150 Extra Help Employees	8,064	24,750	22,440
7209 Deferred Compensation	50,646	43,883	42,731
7210 Pensions	398,471	501,834	507,768
7220 Insurances	34,743	40,512	38,271
7240 Health Care	186,702	205,826	199,714
7260 Compensated Absences	182,741	203,025	191,586
7270 Workers' Compensation	34,004	20,507	35,075
7280 Other Benefits	93,436	88,530	86,582
Subtotal Salaries and Benefits	\$ 2,307,035	\$ 2,577,785	\$ 2,541,193
<u>Services and Supplies</u>			
7610 Outside Services	8	0	0
7650 Travel, Training, and Mileage	7,204	7,967	4,269
7660 Office Expense	5,444	5,000	5,000
7670 Miscellaneous Expense	2,656	3,074	3,589
Subtotal Services and Supplies	\$ 15,312	\$ 16,041	\$ 12,858
Highway Project Delivery Total	\$ 2,322,347	\$ 2,593,826	\$ 2,554,051



External Affairs

External Affairs Division Organizational Chart



External Affairs Division

The External Affairs Division is responsible for providing overall management and strategic direction for the promotion, outreach, and customer engagement for all OCTA's projects, programs, and services. This includes oversight of all customer facing programs of public or promotional outreach.



External Affairs Division Staffing

Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Director, Marketing and Public Outreach</u>			
Business Unit Analyst	1.00	0.00	0.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Director, Marketing and Public Outreach	3.00	2.00	2.00
<u>Marketing and Customer Engagement</u>			
Creative Services Specialist	3.00	2.00	2.00
Customer Relations Representative	2.00	2.00	2.00
Department/Program Manager	1.00	1.00	1.00
External Affairs Administrator	1.00	1.00	1.00
Marketing Specialist	9.00	9.00	9.00
Section/Department Manager	3.00	4.00	4.00
Web Developer	2.00	2.00	2.00
Marketing and Customer Engagement	21.00	21.00	21.00
<u>Public Outreach</u>			
Community Relations Specialist	9.00	9.00	9.00
Department/Program Manager	1.00	1.00	1.00
Government Relations Representative	1.00	1.00	0.00
Section/Department Manager	1.00	1.00	2.00
Public Outreach	12.00	12.00	12.00
Total External Affairs	36.00	35.00	35.00



External Affairs

External Affairs Division Expenses by Account

Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Salaries and Benefits			
7110 Salaries-Regular Employees	2,725,724	3,068,110	2,935,871
7150 Extra Help Employees	81,459	121,446	102,000
7209 Deferred Compensation	79,466	92,093	87,555
7210 Pensions	811,505	1,052,740	1,038,875
7220 Insurances	76,394	85,012	78,415
7240 Health Care	507,149	582,408	608,198
7260 Compensated Absences	407,365	426,046	392,545
7270 Workers' Compensation	69,946	65,248	111,604
7280 Other Benefits	91,613	175,696	167,769
Subtotal Salaries and Benefits	\$ 4,850,621	\$ 5,668,799	\$ 5,522,832
Services and Supplies			
7510 Professional Services	2,321,328	3,631,880	3,005,880
7610 Outside Services	79,452	114,500	70,100
7630 Advertising Fees	118,619	205,000	155,000
7650 Travel, Training, and Mileage	19,462	23,665	16,044
7660 Office Expense	184,212	212,000	70,000
7670 Miscellaneous Expense	19,996	29,545	24,065
7750 Maintenance Expense	115	0	0
7790 Other Materials and Supplies	10,059	6,000	7,000
7830 Contributions to Other Agencies	25,326	30,000	30,000
Subtotal Services and Supplies	\$ 2,778,569	\$ 4,252,590	\$ 3,378,089
Total Uses	\$ 7,629,190	\$ 9,921,389	\$ 8,900,921



Director, Marketing and Public Outreach

The Director of Marketing and Public Outreach oversees public outreach, diverse communities’ outreach, and marketing activities in support of all phases of capital project development, planning, and construction to support OCTA’s projects, programs, and services. The director also oversees coordination of OCTA’s public committees. The director establishes and provides oversight to programs that create awareness and promote usage of OCTA services including Bus and Rail Transit, 91 Express Lanes, and local community services.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Director, Marketing and Public Outreach			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	198,901	239,501	232,665
7209 Deferred Compensation	9,853	7,148	6,911
7210 Pensions	64,144	83,799	84,327
7220 Insurances	5,790	6,599	6,190
7240 Health Care	35,802	42,210	41,886
7260 Compensated Absences	36,895	33,067	30,984
7270 Workers' Compensation	5,236	3,728	6,377
7280 Other Benefits	10,650	22,103	21,698
Subtotal Salaries and Benefits	\$ 367,271	\$ 438,155	\$ 431,038
<u>Services and Supplies</u>			
7510 Professional Services	0	0	60,000
7610 Outside Services	203	0	0
7650 Travel, Training, and Mileage	0	742	481
7660 Office Expense	6,611	19,000	16,000
7670 Miscellaneous Expense	4,570	4,845	5,095
Subtotal Services and Supplies	\$ 11,384	\$ 24,587	\$ 81,576
Director, Marketing and Public Outreach Total	\$ 378,655	\$ 462,742	\$ 512,614



External Affairs

Marketing and Customer Engagement

Marketing and Customer Engagement is OCTA's promotions and customer relations group. The department is responsible for providing customer feedback for OCTA bus, rail transit, and ACCESS paratransit services. The department oversees the operation of the customer information center, assisting customers with trip planning and general information to transit riders seven days a week, 365 days a year. Staff gather customer feedback through customer roundtables and the

Special Needs in Transit Advisory Committee. Staff also provide technical expertise and tools to support communication and marketing goals and produce public information materials in support of OCTA's internal, and service communication programs. In addition, they administer OCTA's rideshare and vanpool programs and promote usage including Bus and Rail Transit, and 91 Express Lanes.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Marketing and Customer Engagement			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,538,034	1,758,938	1,687,729
7150 Extra Help Employees	38,174	53,982	44,880
7209 Deferred Compensation	43,250	52,669	50,140
7210 Pensions	449,342	599,941	593,011
7220 Insurances	42,581	48,620	44,905
7240 Health Care	267,379	314,844	332,897
7260 Compensated Absences	213,532	243,657	224,810
7270 Workers' Compensation	39,161	39,149	66,963
7280 Other Benefits	63,117	95,232	90,821
Subtotal Salaries and Benefits	\$ 2,694,570	\$ 3,207,032	\$ 3,136,156
<u>Services and Supplies</u>			
7510 Professional Services	2,193,994	3,166,880	2,620,880
7610 Outside Services	64,361	79,000	34,600
7630 Advertising Fees	118,619	205,000	155,000
7650 Travel, Training, and Mileage	9,283	14,173	8,977
7660 Office Expense	177,540	193,000	54,000
7670 Miscellaneous Expense	6,186	7,520	7,965
7750 Maintenance Expense	115	0	0
7790 Other Materials and Supplies	10,059	6,000	7,000
7830 Contributions to Other Agencies	25,326	30,000	30,000
Subtotal Services and Supplies	\$ 2,605,483	\$ 3,701,573	\$ 2,918,422
Marketing and Customer Engagement Total	\$ 5,300,053	\$ 6,908,605	\$ 6,054,578



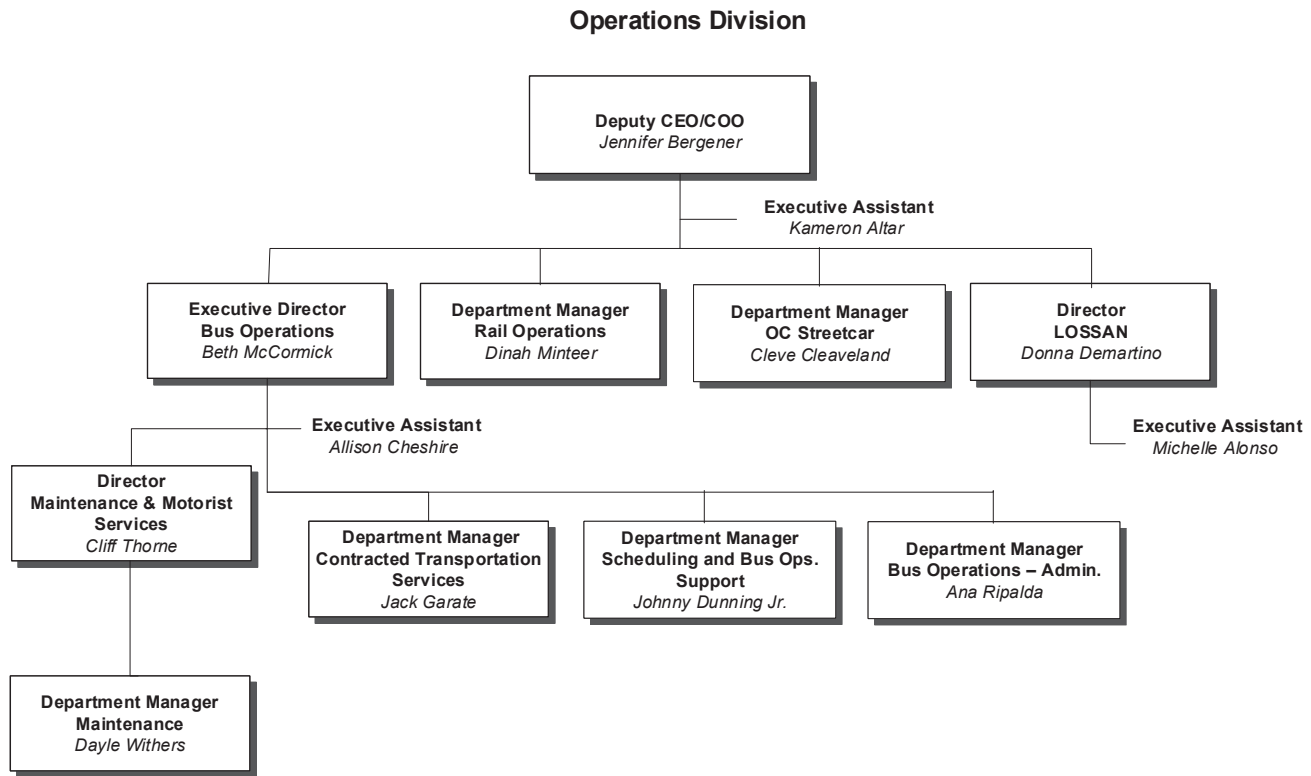
Public Outreach

Public Outreach focuses on public communications in support of all phases of capital project development, planning, and construction for OCTA's projects, programs, and services. The department implements public outreach and involvement programs to inform any affected parties and advance the development of transportation projects; working with stakeholders to ensure that the planning and environmental review process reflects a diverse range of positions, opinions, and concerns. In addition, outreach staff inform the public about upcoming construction activities and help to mitigate construction impacts. Staff in the department also assist other departments and divisions to communicate effectively to the diverse stakeholder audiences and customers of OCTA's projects, programs, and services.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Public Outreach			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	988,789	1,069,671	1,015,477
7150 Extra Help Employees	43,285	67,464	57,120
7209 Deferred Compensation	26,363	32,276	30,504
7210 Pensions	298,019	369,000	361,537
7220 Insurances	28,023	29,793	27,320
7240 Health Care	203,968	225,354	233,415
7260 Compensated Absences	156,938	149,322	136,751
7270 Workers' Compensation	25,549	22,371	38,264
7280 Other Benefits	17,846	58,361	55,250
Subtotal Salaries and Benefits	\$ 1,788,780	\$ 2,023,612	\$ 1,955,638
<u>Services and Supplies</u>			
7510 Professional Services	127,334	465,000	325,000
7610 Outside Services	14,888	35,500	35,500
7650 Travel, Training, and Mileage	10,179	8,750	6,586
7660 Office Expense	61	0	0
7670 Miscellaneous Expense	9,240	17,180	11,005
Subtotal Services and Supplies	\$ 161,702	\$ 526,430	\$ 378,091
Public Outreach Total	\$ 1,950,482	\$ 2,550,042	\$ 2,333,729



Operations Division Organizational Chart



Operations Division

The Operations Division is one of OCTA's core business units delivering fixed-route and paratransit bus services and motorist services for the citizens and visitors of Orange County. Fixed-route service includes local fixed-route, community fixed-route, express, Stationlink (rail feeder), and special shuttle services. Paratransit bus services consist of OC ACCESS service, the complementary paratransit service required by the Americans with Disabilities Act (ADA), and alternative programs providing service to seniors and persons with disabilities. Motorist Services include the Service Authority for Freeway Emergencies (SAFE), Orange County Taxi Administration Program (OCTAP), and Lost and Found. The Operations Division is responsible for the implementation, monitoring, and performance of all of transit and motorist services. To accomplish this mission, performance metrics that measure system safety, courtesy, and reliability are closely monitored.

Among the services provided, the Operations Division also includes Rail Operations, OC Streetcar, and LOSSAN Rail Corridor Agency. Rail Operations is primarily responsible for sustaining, improving, and expanding operations of Orange County's rail system by providing coordinated Metrolink rail service. OC Streetcar is responsible for the development of a modern streetcar line that connects the Santa Ana Regional Transportation Center (SARTC) to downtown Santa Ana and a new transportation hub near the intersection of Harbor Boulevard and Westminster Avenue in Garden Grove. The LOSSAN Rail Corridor Agency is a Joint Powers Authority originally formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination and safety on the rail corridor between San Diego, Los Angeles, and San Luis Obispo.



Operations Division Staffing

Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Chief Operating Officer</u>			
Chief Operating Officer	1.00	1.00	1.00
Project Manager	0.00	2.00	2.00
Chief Operating Officer	1.00	3.00	3.00
<u>Executive Director, Bus Operations</u>			
Executive Assistant	2.00	2.00	2.00
Executive Director	1.00	1.00	1.00
Executive Director, Bus Operations	3.00	3.00	3.00
<u>Motorist Services</u>			
Business Unit Analyst	1.00	1.00	1.00
Code Administrator	2.00	2.00	2.00
Department/Program Manager	1.00	1.00	1.00
Director	1.00	1.00	1.00
Executive Assistant	2.00	2.50	2.50
Motorist Services	7.00	7.50	7.50
<u>Bus Operations</u>			
Base Manager	4.00	2.00	2.00
Bus Operations Supervisor	41.00	44.00	44.00
Coach Operator	639.00	634.00	634.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	6.50	6.50	6.50
Section Supervisor	8.00	8.00	8.00
Section/Department Manager	2.00	4.00	4.00
Bus Operations	701.50	699.50	699.50
<u>Contract Transportation Services</u>			
Business Unit Analyst	1.00	1.00	2.00
Community Transportation Coordinator	1.00	1.00	1.00
Department/Program Manager	2.00	2.00	2.00
Executive Assistant	3.50	2.50	1.50
Maintenance Field Administrator	4.00	3.00	3.00
Program Management Analyst	0.00	1.00	1.00
Section/Department Manager	6.00	7.00	7.00
Contract Transportation Services	17.50	17.50	17.50

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Operations

Operations Division Staffing, continued

Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>Maintenance</u>			
Base Manager	3.00	3.00	3.00
Business Unit Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	4.50	4.50	4.50
Facilities Maintenance Supervisor	2.00	2.00	2.00
Fleet Analyst	5.00	5.00	5.00
Maintenance Instructor	2.00	2.00	2.00
Maintenance Planner	1.00	1.00	1.00
Maintenance Supervisor	16.00	16.00	16.00
Mechanic	111.00	107.00	107.00
Section/Department Manager	6.00	7.00	7.00
Electronic Technician	14.00	14.00	14.00
Facilities Technician	18.00	18.00	18.00
Machinist	2.00	2.00	2.00
Service Worker	44.00	40.00	40.00
Maintenance	230.50	223.50	223.50
<u>Scheduling and Bus Operations Support</u>			
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Schedule Checker/Analyst	5.00	5.00	5.00
Section Supervisor	1.00	1.00	1.00
Section/Department Manager	2.00	2.00	2.00
Stops & Zones Analyst	1.00	1.00	1.00
Stops & Zones Planner	1.00	1.00	1.00
Scheduling and Bus Operations Support	12.00	12.00	12.00
<u>Rail Operations</u>			
Department/Program Manager	1.00	1.00	1.00
Project Manager	1.00	0.00	0.00
Rail Maintenance-of-Way Administrator	1.00	1.00	0.00
Section/Department Manager	1.00	1.00	2.00
Transportation Modeling Analyst	1.00	1.00	1.00
Rail Operations	5.00	4.00	4.00
<u>OC Streetcar</u>			
Department/Program Manager	1.00	1.00	1.00
OC Streetcar	1.00	1.00	1.00

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Operations Division Staffing, continued

Division Staffing by Department - Job Family	FY 2018-19 Budget	FY 2019-20 Budget	FY 2020-21 Budget
<u>LOSSAN Staff Administration</u>			
Accountant	1.00	1.00	1.00
Department/Program Manager	0.00	1.00	2.00
Deputy Director	1.00	1.00	0.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Marketing Specialist	4.00	3.00	3.00
Safety Specialist	1.00	1.00	1.00
Section/Department Manager	3.00	4.00	4.00
Transportation Analyst	1.00	1.00	1.00
LOSSAN Staff Administration	13.00	14.00	14.00
Total Operations	991.50	985.00	985.00



Operations

Operations Division Expenses by Account

Description	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	57,141,388	57,707,276	59,083,153
7150 Extra Help Employees	783,900	987,612	1,030,035
7209 Deferred Compensation	1,095,095	1,198,875	1,221,482
7210 Pensions	17,909,217	20,543,697	21,534,325
7220 Insurances	1,333,764	1,344,592	1,466,019
7240 Health Care	14,107,801	16,652,684	16,240,419
7260 Compensated Absences	7,660,700	8,309,051	8,424,807
7270 Workers' Compensation	5,520,577	4,430,534	7,978,304
7280 Other Benefits	1,675,473	2,302,424	2,295,635
Subtotal Salaries and Benefits	\$ 107,227,915	\$ 113,476,745	\$ 119,274,179
<u>Services and Supplies</u>			
7310 Contract Transportation	87,432,024	96,286,407	102,870,148
7510 Professional Services	1,610,409	3,305,604	2,835,048
7540 Insurance Claims Expense	-97,635	0	0
7610 Outside Services	6,879,659	7,222,406	7,581,352
7630 Advertising Fees	4,704	5,000	10,000
7650 Travel, Training, and Mileage	137,714	305,357	142,484
7660 Office Expense	164,046	296,962	262,493
7670 Miscellaneous Expense	130,936	216,971	202,239
7710 Fuels and Lubricants	13,255,756	14,875,416	10,336,245
7740 Tires and Tubes	1,956,765	2,272,850	1,731,674
7750 Maintenance Expense	4,363,107	4,295,025	5,609,896
7780 General Equipment/Structures	0	0	21,150
7790 Other Materials and Supplies	803,409	1,183,422	1,198,320
7820 Taxes	72,574	71,580	65,819
7830 Contributions to Other Agencies	3,252,767	2,307,281	2,171,714
Subtotal Services and Supplies	\$ 119,966,235	\$ 132,644,281	\$ 135,038,582
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	612,010	226,168,653	126,381,459
9050 Capital Exp-Grant Funded	77,804	0	0
Subtotal Capital Expenditure	\$ 689,814	\$ 226,168,653	\$ 126,381,459
Total Uses	\$ 227,883,964	\$ 472,289,679	\$ 380,694,220



Chief Operating Officer

The Chief Operating Officer works to meet the existing and future transportation needs of Orange County and is responsible for the coordination of all the divisions projects, programs, services, and initiatives including Bus Operations, Maintenance, Rail Operations, OC Streetcar Operations, and LOSSAN. The Chief Operating Officer is also accountable for reporting the division’s financial and operational performance to the Chief Executive Officer and the Board of Directors.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Chief Operating Officer			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	340,929	461,278	322,987
7209 Deferred Compensation	15,863	13,970	9,740
7210 Pensions	102,357	161,269	117,675
7220 Insurances	7,648	12,896	8,722
7240 Health Care	55,125	79,502	49,386
7260 Compensated Absences	39,148	64,634	43,669
7270 Workers' Compensation	8,459	5,593	9,566
7280 Other Benefits	20,739	34,442	26,822
Subtotal Salaries and Benefits	\$ 590,268	\$ 833,584	\$ 588,567
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	417	13,798	7,053
7670 Miscellaneous Expense	0	1,095	1,185
Subtotal Services and Supplies	\$ 417	\$ 14,893	\$ 8,238
Chief Operating Officer Total	\$ 590,685	\$ 848,477	\$ 596,805



Operations

Executive Director, Bus Operations

The Executive Director of Bus Operations is responsible for the day-to-day management of OCTA's bus operations, encompassing the scheduling, operations, and maintenance functions. The General Manager plays a major role in leading OCTA's most publicly recognized service including the development and

implementation of strategies to improve the operation of the bus system. Other responsibilities include oversight of bus capital projects, managing the coach operator and maintenance collective bargaining units, and organizational development.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Executive Director, Bus Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	347,928	354,366	339,038
7209 Deferred Compensation	16,332	10,733	10,224
7210 Pensions	109,000	124,504	123,379
7220 Insurances	8,884	9,909	9,154
7240 Health Care	65,324	67,427	52,597
7260 Compensated Absences	61,180	49,653	45,838
7270 Workers' Compensation	8,924	5,593	9,566
7280 Other Benefits	16,134	28,586	27,699
Subtotal Salaries and Benefits	\$ 633,706	\$ 650,771	\$ 617,495
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	4,698	15,234	7,235
7660 Office Expense	1,280	6,000	6,000
7670 Miscellaneous Expense	8,761	18,860	20,610
Subtotal Services and Supplies	\$ 14,739	\$ 40,094	\$ 33,845
Executive Director, Bus Operations Total	\$ 648,445	\$ 690,865	\$ 651,340



Motorist Services

Motorist Services plans, directs, and administers services included in the SAFE, OCTAP, and lost and found. SAFE operates the Freeway Service Patrol (FSP) Program, the call box system, and 511 motorist aid traveler information system. OCTAP permits and regulates the taxicab industry for the County of Orange and its 34 cities, and is funded through company, vehicle, and driver permit fees. Lost and found manages the daily maintenance and tracking of items found on the OCTA fixed-route bus system, OC ACCESS paratransit service, and other OCTA operations facilities. This function was transitioned from an external contractor to an OCTA operated function on December 31, 2018. For these programs, the Motorist Services Department personnel ensure that management and operational controls and resources are in place to effectively and efficiently implement these programs.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Motorist Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	595,380	665,664	655,630
7209 Deferred Compensation	15,917	19,690	19,696
7210 Pensions	182,271	226,226	234,999
7220 Insurances	14,867	18,176	17,639
7240 Health Care	153,520	185,323	192,274
7260 Compensated Absences	83,830	91,100	88,294
7270 Workers' Compensation	15,134	13,981	23,915
7280 Other Benefits	33,778	44,788	44,853
Subtotal Salaries and Benefits	\$ 1,094,697	\$ 1,264,948	\$ 1,277,300
<u>Services and Supplies</u>			
7510 Professional Services	763	0	0
7610 Outside Services	6,987	3,600	3,600
7630 Advertising Fees	0	0	5,000
7650 Travel, Training, and Mileage	38	1,314	1,229
7660 Office Expense	0	63,500	2,000
7790 Other Materials and Supplies	439	16,000	4,000
Subtotal Services and Supplies	\$ 8,227	\$ 84,414	\$ 15,829
Motorist Services Total	\$ 1,102,924	\$ 1,349,362	\$ 1,293,129



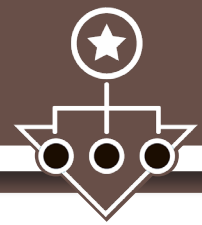
Operations

Bus Operations

Bus Operations manages the delivery of bus service for OCTA's countywide fixed-route bus system from two facilities located in the cities of Garden Grove and Santa Ana. The primary function of the operating base is to ensure that all scheduled bus service is delivered in a quality manner. The base staff is responsible for oversight of coach operator performance including safety, courtesy, and reliability. Other responsibilities include ensuring that all coach operators comply with local, state, and federal laws, and the administration of established work rules and the collective bargaining agreement. The Bus Operations Department also includes support functions such as Central Communications, Field Operations, and Operations Training.

Central Communications maintains a wireless communications link to all in-service buses to provide real-time service management, prevent or address service disruptions, and maintain the ability to respond to emergencies quickly. Field Operations is responsible for actively managing the bus service on the street. Operations Training is responsible for training coach operators, conducting training campaigns at bases, retraining operators, and conducting the Annual Required Training (ART) for veteran coach operators.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Bus Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	39,700,227	38,140,846	39,319,269
7150 Extra Help Employees	712,779	848,112	875,495
7209 Deferred Compensation	826,425	894,566	925,224
7210 Pensions	12,307,431	13,539,287	14,152,290
7220 Insurances	924,002	875,128	1,007,065
7240 Health Care	10,055,707	11,916,899	11,547,148
7260 Compensated Absences	5,167,622	5,376,305	5,606,727
7270 Workers' Compensation	4,683,223	3,661,622	6,742,925
7280 Other Benefits	838,546	1,200,172	1,028,652
Subtotal Salaries and Benefits	\$ 75,215,962	\$ 76,452,937	\$ 81,204,795
<u>Services and Supplies</u>			
7510 Professional Services	0	0	250,000
7540 Insurance Claims Expense	-98,526	0	0
7610 Outside Services	-22,079	360,823	293,200
7650 Travel, Training, and Mileage	29,996	28,480	17,846
7660 Office Expense	30,807	52,102	79,102
7670 Miscellaneous Expense	48,799	52,050	62,399
7750 Maintenance Expense	63	0	0
7780 General Equipment/Structures	0	0	21,150
7790 Other Materials and Supplies	7,032	28,820	30,220
Subtotal Services and Supplies	\$ -3,908	\$ 522,275	\$ 753,917
Bus Operations Total	\$ 75,212,054	\$ 76,975,212	\$ 81,958,712



Contract Transportation Services

Contract Transportation Services is responsible for contract transportation oversight. Oversight of contract operations includes monitoring vendor performance to effectively deliver transit services including OC ACCESS, OCTA’s complementary paratransit service; contracted fixed-route, including express bus service, and the Stationlink rail feeder service which provides the connection between Metrolink commuter trains and employment centers; micro-transit, vanpool

and the Same-Day Taxi Program for ADA eligible passengers. The contracted services staff provides direct oversight of the contractors’ performance to ensure OCTA’s operating and vehicle maintenance standards are achieved per contract guidelines and OCTA standards. Contracted services are operated out of three OCTA facilities, with fixed-route service operated from Anaheim and Irvine Sand Canyon and OC ACCESS service from Irvine Construction Circle.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Contract Transportation Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,211,700	1,460,613	1,452,984
7150 Extra Help Employees	7,408	36,000	36,720
7209 Deferred Compensation	30,692	44,238	43,816
7210 Pensions	360,055	503,640	518,350
7220 Insurances	33,834	40,841	39,240
7240 Health Care	251,513	313,183	317,632
7260 Compensated Absences	164,435	204,661	196,446
7270 Workers' Compensation	31,492	32,624	55,802
7280 Other Benefits	104,549	83,790	79,364
Subtotal Salaries and Benefits	\$ 2,195,678	\$ 2,719,590	\$ 2,740,354
<u>Services and Supplies</u>			
7310 Contract Transportation	87,432,024	96,286,407	102,870,148
7510 Professional Services	1,220,544	1,464,480	1,546,546
7610 Outside Services	790,948	513,964	555,519
7650 Travel, Training, and Mileage	12,841	17,284	9,956
7660 Office Expense	137,970	32,253	38,339
7670 Miscellaneous Expense	27,025	53,130	49,012
7710 Fuels and Lubricants	7,718,065	8,163,909	6,457,433
7740 Tires and Tubes	1,039,233	1,168,366	919,935
7750 Maintenance Expense	290,077	465,643	315,176
7790 Other Materials and Supplies	89	2,500	5,000
7820 Taxes	29,581	21,763	22,279
7830 Contributions to Other Agencies	3,252,767	2,307,281	2,171,714
Subtotal Services and Supplies	\$ 101,951,164	\$ 110,496,980	\$ 114,961,057
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	61,355	7,006,756	169,787
Subtotal Capital Expenditure	\$ 61,355	\$ 7,006,756	\$ 169,787
Contract Transportation Services Total	\$ 104,208,197	\$ 120,223,326	\$ 117,871,198



Operations

Maintenance

Maintenance is responsible for providing and maintaining a multitude of items, including the directly operated fixed-route revenue and non-revenue fleets, as well as associated operations and maintenance facilities. In addition, the department is responsible for heavy maintenance and electronics support for directly operated and contractor operated revenue fleets, and procurement of all OCTA rolling stock.

The department performs routine maintenance on an active fleet of revenue vehicles. In addition to the revenue fleet, the department also maintains non-revenue support vehicles and a contingency fleet of buses.

The department consists of five sections, which include: maintenance training, Maintenance Base Operations in the cities of Garden Grove and Santa Ana;

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Maintenance			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	12,657,303	13,737,295	14,068,607
7150 Extra Help Employees	9,726	11,250	23,120
7209 Deferred Compensation	122,913	129,555	126,003
7210 Pensions	4,188,392	5,004,821	5,357,318
7220 Insurances	280,623	308,139	306,490
7240 Health Care	3,127,268	3,571,597	3,564,913
7260 Compensated Absences	1,854,288	2,124,262	2,054,767
7270 Workers' Compensation	716,202	653,330	1,037,680
7280 Other Benefits	590,030	745,742	913,955
Subtotal Salaries and Benefits	\$ 23,546,745	\$ 26,285,991	\$ 27,452,853
<u>Services and Supplies</u>			
7510 Professional Services	173,374	1,583,277	783,455
7540 Insurance Claims Expense	891	0	0
7610 Outside Services	5,561,462	5,808,827	6,097,263
7650 Travel, Training, and Mileage	68,375	211,859	75,987
7660 Office Expense	56,131	133,796	115,912
7670 Miscellaneous Expense	44,122	83,016	55,058
7710 Fuels and Lubricants	5,537,691	6,711,507	3,878,812
7740 Tires and Tubes	917,532	1,104,484	811,739
7750 Maintenance Expense	4,072,954	3,829,382	5,294,720
7790 Other Materials and Supplies	778,713	1,110,100	1,140,100
7820 Taxes	42,993	49,817	43,540
Subtotal Services and Supplies	\$ 17,254,238	\$ 20,626,065	\$ 18,296,586
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	550,655	218,561,897	126,166,672
Subtotal Capital Expenditure	\$ 550,655	\$ 218,561,897	\$ 126,166,672
Maintenance Total	\$ 41,351,638	\$ 265,473,953	\$ 171,916,111



Maintenance, continued

Maintenance Resource Management (MRM) which is comprised of Fleet Analysis, Maintenance Administration, and Contract Support Management. Transit Technical Services (TTS) includes a variety of maintenance support functions including engineering and quality assurance and controls, fleet document control, environmental compliance, and vehicle design changes and implementation; and Facilities Maintenance.

Scheduling and Bus Operations Support

Scheduling and Bus Operations Support Department is comprised of three functional areas: Scheduling, Stops and Zones, and Customer Advocacy. The primary tasks of Scheduling are to create bus schedules, determine vehicle requirements, and develop coach operator work assignments. This section also participates, manages the service change process, is responsible for building schedules based on frequency, span, and coverage of service, applies service goals and guidelines, and monitors bus system performance, particularly on-time performance.

The Stops and Zones (SANZ) function is responsible for establishing and maintaining bus stops, layover zones and maintaining the agency's nearly 5,500 bus stop locations. The section provides expertise to city traffic engineers, planners, architects, and developers regarding the safe placement of bus stops, appropriate transit and passenger amenities, and ADA mandated accessibility issues. Staff also reviews street improvement projects, environmental impact reports submitted by various agencies, and maintains the county's bus stop database daily. This section is also responsible for the collection of route scheduling data through ride checks and point checks. This data is used to develop route schedules and identify nuanced route details such as rider trends and vehicle loading.

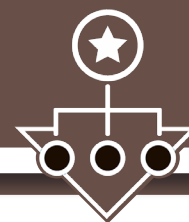


Operations

Scheduling and Bus Operations Support, continued

The Customer Advocacy function is designed to represent the interests of the agency's internal and external customers as part of the Operations Division's decision-making process. All department staff members are customer advocates and work to improve communication, understanding, and comprehensive decision making by acting as problem solvers that facilitate travel throughout Orange County.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Scheduling and Bus Operations Support			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	755,909	836,007	871,667
7150 Extra Help Employees	53,987	78,750	82,460
7209 Deferred Compensation	21,016	23,996	24,869
7210 Pensions	215,639	275,417	297,070
7220 Insurances	22,315	22,153	22,274
7240 Health Care	130,359	171,339	154,427
7260 Compensated Absences	85,883	111,018	111,496
7270 Workers' Compensation	19,866	22,371	38,264
7280 Other Benefits	39,517	43,390	45,044
Subtotal Salaries and Benefits	\$ 1,344,491	\$ 1,584,441	\$ 1,647,571
<u>Services and Supplies</u>			
7510 Professional Services	215,728	257,847	255,047
7610 Outside Services	479,849	520,192	571,770
7650 Travel, Training, and Mileage	19,041	6,435	6,106
7660 Office Expense	2,450	3,300	2,500
7670 Miscellaneous Expense	847	1,730	1,210
7790 Other Materials and Supplies	17,136	26,002	19,000
Subtotal Services and Supplies	\$ 735,051	\$ 815,506	\$ 855,633
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	600,000	0
Subtotal Capital Expenditure	\$ 0	\$ 600,000	\$ 0
Scheduling and Bus Operations Support Total	\$ 2,079,542	\$ 2,999,947	\$ 2,503,204



Rail Operations

Rail Operations is primarily responsible for sustaining, improving, and expanding operations of Orange County's rail system by providing coordinated Metrolink rail service that supports and matches the growth and development patterns of the county and region. This is accomplished through the coordination of activities with the Southern California Regional Rail Authority (SCRRA), local cities, regional entities, and state and federal agencies. Through the direction of these responsibilities, the department supports the growth of an efficient rail transit system in Orange County.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
Rail Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	384,535	387,651	383,691
7150 Extra Help Employees	0	13,500	12,240
7209 Deferred Compensation	11,407	11,741	11,571
7210 Pensions	113,382	133,815	137,052
7220 Insurances	10,070	10,838	10,358
7240 Health Care	60,834	51,282	80,672
7260 Compensated Absences	52,952	54,319	51,878
7270 Workers' Compensation	9,294	7,457	12,755
7280 Other Benefits	2,479	21,229	20,957
Subtotal Salaries and Benefits	\$ 644,953	\$ 691,832	\$ 721,174
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	248	6,623	3,145
7660 Office Expense	0	2,000	2,000
7670 Miscellaneous Expense	87	3,270	2,820
Subtotal Services and Supplies	\$ 335	\$ 11,893	\$ 7,965
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	0	45,000
Subtotal Capital Expenditure	\$ 0	\$ 0	\$ 45,000
Rail Operations Total	\$ 645,288	\$ 703,725	\$ 774,139



Operations

OC Streetcar

OC Streetcar supports the development of a 4.15 mile route modern streetcar line that connects the SARTC to downtown Santa Ana and a new transportation hub near the intersection of Harbor Boulevard and Westminster Avenue in Garden Grove. This department is responsible for the implementation of the Operations and Maintenance of the OC Streetcar.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
OC Streetcar			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	162,650	152,396	149,294
7209 Deferred Compensation	4,981	4,616	4,502
7210 Pensions	38,493	52,407	53,064
7220 Insurances	3,662	4,261	4,032
7240 Health Care	17,459	20,884	17,652
7260 Compensated Absences	8,939	21,354	20,185
7270 Workers' Compensation	3,646	1,864	3,189
7280 Other Benefits	0	8,346	16,082
Subtotal Salaries and Benefits	\$ 239,830	\$ 266,128	\$ 268,000
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	410	11,483
7660 Office Expense	0	0	4,500
7670 Miscellaneous Expense	0	0	5,525
Subtotal Services and Supplies	\$ 0	\$ 410	\$ 21,508
OC Streetcar Total	\$ 239,830	\$ 266,538	\$ 289,508



LOSSAN Staff Administration

OCTA was selected to serve as the managing agency for the LOSSAN Rail Corridor Agency in August 2013. Following execution of the Interagency Transfer Agreement (ITA) between the LOSSAN Agency and the State of California in July 2015, the LOSSAN Agency assumed full administrative responsibility for management of the Pacific Surfliner intercity rail service. The ITA was amended in July 2018 for a three-year term, with two option terms for renewal. The LOSSAN Agency is administered by dedicated OCTA staff. These positions are funded through the ITA by the State of California.

The LOSSAN Agency is a Joint Powers Authority originally formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination, and safety on the rail corridor between San Diego, Los Angeles and San Luis Obispo. It is governed by an 11-member Board of Directors composed of officials representing rail owners, operators, and planning agencies along the rail corridor. The 351-mile LOSSAN rail corridor travels through a six-county coastal region in Southern California and is the second busiest intercity passenger rail corridor in the United States.

Department Expenses by Account	FY 2018-19 Actuals	FY 2019-20 Budget	FY 2020-21 Budget
LOSSAN Staff Administration			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	984,827	1,511,160	1,519,986
7209 Deferred Compensation	29,549	45,770	45,837
7210 Pensions	292,197	522,311	543,128
7220 Insurances	27,859	42,251	41,045
7240 Health Care	190,692	275,248	263,718
7260 Compensated Absences	142,423	211,745	205,507
7270 Workers' Compensation	24,337	26,099	44,642
7280 Other Benefits	29,701	91,939	92,207
Subtotal Salaries and Benefits	\$ 1,721,585	\$ 2,726,523	\$ 2,756,070
<u>Services and Supplies</u>			
7610 Outside Services	62,492	15,000	60,000
7630 Advertising Fees	4,704	5,000	5,000
7650 Travel, Training, and Mileage	2,060	3,920	2,444
7660 Office Expense	13,212	4,011	12,140
7670 Miscellaneous Expense	1,295	3,820	4,420
Subtotal Services and Supplies	\$ 83,763	\$ 31,751	\$ 84,004
LOSSAN Staff Administration Total	\$ 1,805,348	\$ 2,758,274	\$ 2,840,074

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APPENDIX

FISCAL YEAR 2020-21



APPENDIX

FISCAL YEAR 2020-21





Fund Descriptions

General Fund

The General Fund supports the non-transit administrative functions of OCTA. It provides the administrative functions for OCTA, including management direction, financial and accounting services, treasury management, design and implementation of the Orange County transportation system, personnel management, and communications with various OCTA constituencies. These services are allocated to OCTA's operating funds through a cost allocation methodology approved by the Federal Transit Administration (FTA).

Local Transportation Fund (LTF)

The LTF was established in 1971 through the Transportation Development Act (TDA) and is derived from a one-quarter cent state sales tax collected in Orange County. LTF revenues are used only for public transit and provide funding for a variety of transportation services including regional transportation planning, bus stop improvements, fixed-route bus operations, and paratransit services.

Orange County Unified Transportation Trust (OCUTT) Fund

The OCUTT Fund was established with interest earnings from LTF revenues. This fund was nearly depleted in December 1995 when, as part of the TDA Diversion Financial Recovery Plan, the Board approved the transfer of \$34.4 million in OCUTT funds to fund future bus operations. Currently, OCUTT accumulates fund balance from interest earned on the Capital Projects fund.

Service Authority for Freeway Emergencies (SAFE) Fund

The SAFE Fund is responsible for the maintenance and operation of more than 415 call boxes on Orange County freeways. This fund also includes the Freeway Service Patrol (FSP) program that consists of a fleet of tow trucks dedicated to assisting stranded motorists during peak travel hours. The operation of the SAFE program is funded by a \$1 per year assessment on motor vehicle registration.

Service Authority for Abandoned Vehicles (SAAV) Fund

All 34 cities and the County of Orange participate in abating unsightly and potentially dangerous abandoned vehicles from public and private property. The SAAV Fund is funded through a \$1 per year assessment on motor vehicle registration. The SAAV program ended in 2012, but will continue to see activity until all of the program reserves are distributed.

State Transit Assistance (STA) Fund

The STA Fund, created by the California Legislature in 1979, provides a second source of Transportation Development Act (TDA) funding for transportation planning and mass transportation purposes. STA fund revenues are derived from sales tax on diesel fuel. As of 2017, this revenue was increased based on the passage of the Road Repair and Accountability Act. These revenues may be used for capital and operating expenditures related to public transportation.

LTA Measure M2 (M2) Fund

The LTA Fund incorporates all activities associated with the M2 Ordinance approved in November 2006. The Ordinance extended the already established one-half percent sales tax to fund transportation-related projects. The M2 Ordinance will cover a 30-year period beginning April 1, 2011 to March 31, 2041. All sales tax revenues, bond proceeds, interest earnings, and project expenditures beginning in 2007 through 2041 are accounted for in this fund.

Commuter Rail Fund

The Commuter Rail Fund accounts for the operation of commuter rail service and the maintenance of OCTA-owned right-of-way. This fund supports OCTA's long-term operating and capital funding of Metrolink commuter rail services.

Orange County Transit District (OCTD) Fund

The OCTD Fund is an enterprise fund that supports the administrative, operational, and capital functions of the fixed-route, rail feeder, express, and paratransit bus service.



Orange County Taxi Administration Program (OCTAP) Fund

The OCTAP Fund is an enterprise fund that accounts for license fees, driver permits, and inspection of taxicab vehicles. OCTAP was established as an enterprise fund to ensure that program-related expenses are covered by program-generated revenues.

Commuter Rail Endowment (CURE) Fund

The Commuter Rail Endowment funds OCTA's participation in Metrolink's Orange County Line, the Inland Empire-Orange County Line (IEOC Line), and the Riverside-Fullerton-Los Angeles Line. As of FY 2017-18, OCTA no longer budgets in the CURE Fund. Rail activities are currently supported in the Commuter Rail Fund.

OC Streetcar Fund

The OC Streetcar Fund supports the operating costs of the OC Streetcar service. The service will launch following completion of construction in the upcoming fiscal years.

Express Lanes Funds

The Express Lanes Funds support the 91 Express Lanes and 405 Express Lanes. The 91 Express Lanes Fund is an enterprise fund that supports the operational and capital functions of the 91 Express Lanes. The 405 Express Lanes Fund supports the express lanes portion of the I-405 Improvement Project.

Internal Service Funds

The Internal Service Funds were established to account for the costs of OCTA benefits and insurance programs. There are two internal service funds which record all applicable revenues and expenditures associated with Personal Liability and Property Damage (PL&PD), and Workers' Compensation.

Scholarship Fund

Every year in September, OCTA staff can sign up to donate money to this fund. This money is used to give scholarships to staff's family for college costs. To receive money from this fund, students must write an essay as to why they want to attend college. The essays

are judged, and winners are awarded according to the amount of funding collected in that fiscal year.

Transit Development Capital Projects Fund

The OCTD Capital Projects Fund was established to track federally funded capital projects administered by OCTA in which OCTD is the grantee or legal recipient. Current projects include the OC Streetcar and Transit Security Operations Center projects.

Measure M2 Bond Debt Service Fund

The M2 Bond Debt Service Fund accumulates the financial resources required for the repayment of long-term debt. Funds to accommodate principal and interest payments are accumulated and debt service transactions are recorded in this fund.

American Public Transportation Association (APTA) Fund

The APTA Fund supports revenues and expenditures associated with OCTA's hosting of the APTA Expo in 2020.

Additional Retiree Benefit Account (ARBA) Trust Fund

The OCTA currently provides a supplemental retirement benefit known as the ARBA. This benefit is offered to retired members of the Orange County Employees Retirement System (OCERS) in order to assist career OCTA employees in maintaining health insurance coverage following their retirement from OCTA service. OCTA does not provide retiree medical benefits. The ARBA benefit has been funded and administered pursuant to a 1994 Memorandum of Understanding with OCERS and its subsequent amendments (collectively, the ARBA Agreement). The ARBA benefit was originally funded through excess earnings of the retirement system and held as part of the unallocated fund balance. As the unallocated fund balance was reduced due to benefit payments and market performance, participating agencies began contributing 0.5 percent, then later 1.0 percent of payroll. OCTA continues to allocate internally approximately 1.0 percent of payroll to fund the benefit.



Glossary

Amended Budget: The approved budget as amended by the Board of Directors through the course of a fiscal year.

Appropriation: Legal authorization to make expenditures and to incur obligations for specific purposes. An appropriation is usually limited in amount and to the time when it may be expended.

Approved Budget: The official budget as approved by the Board of Directors.

Budget: A plan of financial operations comprised of estimated expenditures for a given period (one fiscal year) and the proposed means of financing the expenditures (through revenues and reserves).

Capital Expenditure: Outlay for vehicles, equipment and tools with a total cost of greater than \$5,000 and an initial useful life in excess of one year.

Construction Capital Expenditure: Outlay for the construction or purchase of a facility that is expected to provide service for a considerable period.

Contracted Service: Services rendered in support of OCTA operations and activities by external parties. These are generally based upon formal contracts or purchase orders.

Debt Service Fund: A fund established for the payment of interest and principal on all debt.

Department: An organizational subgroup of a division.

Designation: Funds put aside in the current year for future year operational expenditures.

Division: A major organizational group with overall management responsibility for an operation or a group of related operations within a functional area.

Encumbrance: The commitment of appropriated funds to purchase goods or services. At OCTA, encum-

brances are defined by a specific scope of work, typically firm-fixed price contracts and purchase orders for non-inventory goods.

Expenditures: Decreases in net financial resources. Expenditures include current operating and capital expenses that require the current or future use of net current assets, debt service, and capital outlays.

Expenses: Decreases in net total assets. Expenses represent the total cost of operations during a period regardless of the timing of related expenditures.

External Budget: The legally approved budget net of inter-fund transfers. Those amounts in the budget representing transfers and inter-fund reimbursements are subtracted from the legally adopted budget amount.

Farebox Revenue: Fares received from passengers boarding OCTA's fixed-route and paratransit bus service.

Fiscal Year: A 12-month period to which the annual budget applies and at the end of which a government determines its financial position, the results of its operations, and adopts a budget for the coming year. OCTA's fiscal year is from July 1 to June 30.

Full-Time Equivalent (FTE): The conversion of full-time and part-time employee hours to an equivalent of a full-time position. For example: one person working half time would count as 0.5 FTE.

Fund: A fund is an independent fiscal and accounting entity. A fund has self-balancing accounts, recording resources, related liabilities, obligations, reserves, and equities segregated for the purpose of carrying out specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.

Fund Balance: A term used to express the equity (assets minus liabilities) of governmental fund and fiduciary fund types.



General Fund: The General Fund is the general operating fund of OCTA. All general tax revenues and other receipts that are not allocated by law or contractual agreement to some other fund are accounted for in this fund. Expenditures of this fund include the general operating expenses and other costs that are not paid through other funds.

Generally Accepted Accounting Principles (GAAP): Uniform minimum standards for financial accounting and reporting. They govern the form and content of the basic financial statements of an entity. GAAP encompasses the conventions, rules, and procedures necessary to define accepted accounting practices at a particular time. They include not only broad guidelines of general application, but also detailed practices and procedures. GAAP provides a standard by which to measure financial presentations.

Internal Budget: The legally adopted budget including all inter-fund transfers.

Internal Service Fund: Internal Service Funds account for the revenues and expenditures associated with employee health care programs, the public liability and property damage program, and the workers' compensation program.

Modified Accrual Basis: The accrual basis of accounting where revenues are recognized when they become both "measurable" and "available" to finance expenditures of the current period. All governmental funds and agency funds are accounted for using the modified accrual basis of accounting.

Object Code: The classification of expenditures in terms of what is bought and paid for grouped into major object codes by subject.

Objective: A simply stated readily measurable statement of aim or expected accomplishment within the fiscal year. A good statement of objective should imply a specific standard of performance for a given program.

Operating Budget: A budget which focuses on every day operating activities and programs.

Operating Transfers: Legally authorized transfers from a fund receiving revenue to the fund through which the resources are to be expended.

Proposed Budget: A budget in its preliminary preparation stage prior to review and adoption by the Board of Directors.

Revenue: Monies that OCTA receives as income such as sales taxes, farebox revenue, fees from specific services, receipts from other governments, fines, grants, and interest income.

Salary and Benefit Expenses: Compensation paid to or on behalf of OCTA employees for salaries and wages, overtime, and benefits.

Taxes: Compulsory charges levied by a government for financing services performed for the common benefit. This term does not include specific charges made against particular persons or property for current or permanent benefits such as special assessments. Neither does the term include charges for services rendered only to those paying such charges as, for example, user charges.

Use of Prior Year Designations: Funds set aside in prior years to be used on current year operational expenses.



Gann Appropriation Limit

In November 1979 the voters of the State of California approved Proposition 4, commonly known as the Gann Initiative. The Proposition created Article XIII B of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the “proceeds of taxes.” Proposition 4 became effective for Fiscal Year 1980-81, but the formula for calculating the limits was based on FY 1978-79 (base year) revenues.

In 1980, the State Legislature added Section 9710 to the Government Code, providing that the governing body of each local jurisdiction must establish, by resolution, an appropriations limit for the following year. The appropriation limit for any fiscal year is equal to the previous year’s limit adjusted for population changes and changes in the California per capita personal income.

The Local Transportation Authority (LTA or Measure M2) and the OCTA General Fund representing the functions of the Orange County Transportation Commission (OCTC), now a part of OCTA, are subject to the requirements of Article XIII B. Both agencies receive tax revenues, the LTA from the one-half cent local sales tax and the OCTA General Fund from one-quarter cent state sales tax allocations for administration, planning, and programming of the Local Transportation Fund (LTF), which is exempt from the Gann limits on the spending of certain tax revenues. Appropriation limits

are calculated for and applied to both legal entities and are reviewed as part of OCTA’s annual financial audit.

In accordance with the requirements of the Article XIII B implementing legislation, the Board of Directors voted to approve OCTA Resolution No. 2020-023 and LTA Resolution No. 2020-022 on June 22, 2020 establishing appropriations limits for the OCTA General Fund at \$12,508,480 and the Local Transportation Authority (LTA or Measure M2 Fund) at \$1,890,379,261 respectively. The total amount authorized to be expended by the OCTA General Fund and LTA Fund from tax proceeds and interest from tax proceeds is \$4,115,074 and \$289,541,829 respectively. Both appropriations fall within the limits set by the Gann Initiative.

Based on historic trends and future projections, it appears that OCTA’s and LTA’s use of the proceeds of taxes (as defined by Article XIII B) will continue to fall below the Gann appropriations limits. The projected gap between OCTA’s projected use of “proceeds of taxes” and the Gann appropriations limits remains significant over the next decade.

The resolutions and calculations for the FY 2020-21 appropriation limits are on the following pages.



RESOLUTION No. 2020-023 OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2020-21

WHEREAS, Article XIII B of the California Constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

WHEREAS, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Orange County Transportation Authority - General Fund hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Transportation Authority - General Fund for Fiscal Year 2020-21 is \$12,508,480.
2. The total amount authorized to be expended by the Orange County Transportation Authority - General Fund during Fiscal Year 2020-21 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$4,115,074.
3. The appropriations limit for Fiscal Year 2020-21 exceeds proceeds of taxes for Fiscal Year 2020-21 by \$8,393,406.

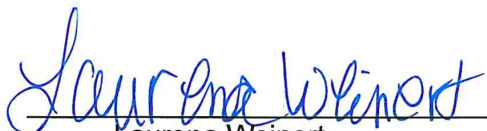
ADOPTED, SIGNED, AND APPROVED this 22nd day of June 2020.

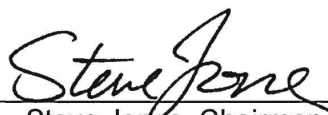
AYES: Chairman Jones, Vice Chairman Do, and Directors Bartlett, Chaffee, Davies, Delgleize, Hennessey, Hernandez, Muller, Mark A. Murphy, Richard Murphy, Pulido, Shaw, Sidhu, Steel, Wagner, and Winterbottom

NOES: None

ABSENT: None

ATTEST:


 Laurena Weinert
 Clerk of the Board


 Steve Jones, Chairman
 Orange County Transportation Authority

OCTA Resolution No. 2020-023



**RESOLUTION No. 2020-022 OF THE
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY/MEASURE M2
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2020-21**

WHEREAS, Article XIII B of the California constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

WHEREAS, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Orange County Local Transportation Authority/Measure M2 hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Local Transportation Authority/Measure M2 for Fiscal Year 2020-21 is \$1,890,379,261.
2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the Fiscal Year 2020-21 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$289,541,829.
3. The appropriations limit for Fiscal Year 2020-21 exceeds proceeds of taxes for Fiscal Year 2020-21 by \$1,600,837,432.

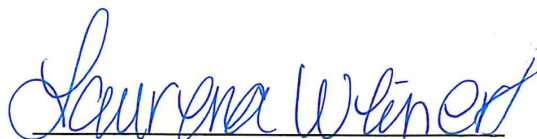
ADOPTED SIGNED AND APPROVED this 22nd day of June 2020.

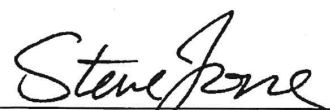
AYES: Chairman Jones, Vice Chairman Do, and Directors Bartlett, Chaffee, Davies, Delgleize, Hennessey, Hernandez, Muller, Mark A. Murphy, Richard Murphy, Pulido, Shaw, Sidhu, Steel, Wagner, and Winterbottom

NOES: None

ABSENT: None

ATTEST:


Laurena Weinert
Clerk of the Board


Steve Jones, Chairman
Orange County Local Transportation Authority

OCLTA Resolution No. 2020-022



RESOLUTION OF THE BOARD OF DIRECTORS FOR THE ORANGE COUNTY TRANSPORTATION AUTHORITY APPROVING AN OPERATING AND CAPITAL BUDGET FISCAL YEAR 2020-21

WHEREAS, the Chief Executive Officer and staff have prepared and presented to the Board of Directors a proposed operating and capital budget in the amount of \$1,427.6 million for Fiscal Year 2020-21;

WHEREAS, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 11, 2020, in the Board Chambers, at which time the proposed budget was considered;

WHEREAS, a public hearing was conducted on June 8, 2020, at which the public was invited to express its views and objections to said budget; and;

WHEREAS, the original of said proposed budget will be revised to reflect each and all of the amendments, changes, and modifications which the Board of Directors, up to the time of the approval of this resolution, believes should be made in said proposed budget as so submitted and to correct any non-substantive errors or omissions.

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Orange County Transportation Authority as follows:

- 1. The operating and capital budget of the Orange County Transportation Authority and all affiliated agencies for the Fiscal Year July 1, 2020 through June 30, 2021, is hereby approved, a copy of which is on file with the Clerk of the Board.
2. The Clerk of the Board shall certify to the passage and approval of this resolution, and it shall thereupon be in full force and effect.

ADOPTED, SIGNED, AND APPROVED this 8th day of June 2020.

AYES: Chairman Jones, Vice Chairman Do, and Directors Bartlett, Chaffee, Davies, Delgleize, Hennessey, Hernandez, Muller, Mark A. Murphy, Richard Murphy, Pulido, Shaw, Sidhu, and Winterbottom

NOES: Directors Steel and Wagner

ABSENT: None

ATTEST:

Handwritten signature of Laurena Weinert

Laurena Weinert
Clerk of the Board

Handwritten signature of Steve Jones

Steve Jones, Chairman
Orange County Transportation Authority

OCTA Resolution No. 2020-021



Map of Orange County



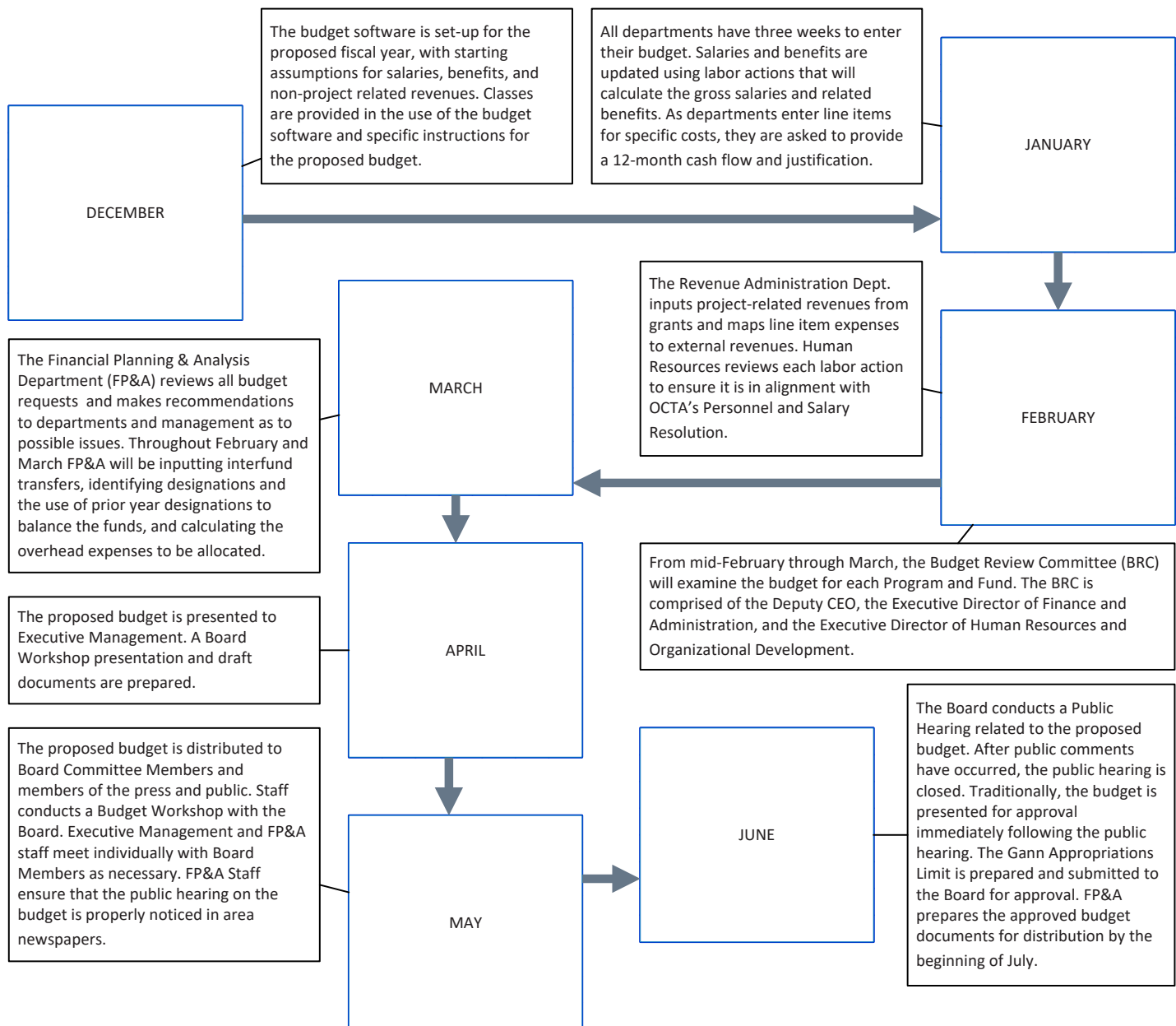
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Budget Calendar

Every year, OCTA develops its staffing, operating, and capital plans for the upcoming fiscal year. The product of this effort is an approved fiscal year budget. The budget outlines the expected funding sources and expenditures that represent OCTA’s year long commitment to transportation projects and services.

Altogether, budget preparation takes approximately seven months. Work typically begins with revenue projections in December and culminates in June with a Public Hearing and Board approval of the budget. The budget calendar is outlined below.





Financial Reporting

OCTA accounts for its operations by using separate funds to manage and report financial activities. The General Fund finances most administrative and planning functions. Enterprise funds are used to account for operation of the Orange County Transit District, 91 Express Lanes, and Orange County Taxicab Administration Program. Special Revenue and Capital Project Funds are used to account for revenue sources restricted by regulation or Board policy. Expendable trust funds account for money set-aside in special accounts by the Board to subsidize such services as bus operations.

Following approval, the budget is incorporated into the accounting system, where the budget is compared with actual performance throughout the fiscal year. The budget is an evolving document that will change as economic and business conditions warrant. Changes to the budget will take the form of budget transfers or Board-approved amendments. Once the budget is adopted by the Board, the budget team tracks the performance of the actuals in comparison to the approved budget and reports the progress to Executive Management and to the Board on a quarterly basis.

OCTA utilizes several financial policies in guiding day-to-day operations and ensuring long-term financial sustainability. While there are overriding agency-wide financial policies, some financial policies are program-specific. A brief description of the major financial policies follows:

Budget Policy

OCTA's Budget Policy articulates that an annual budget will be prepared in accordance with the Comprehensive Business Plan (CBP), will be subject to a public hearing, and expenses will be controlled at the "Major Object" level. The three Major Objects for expenses at OCTA are salaries and benefits, services and supplies, and capital expenditures.

The approved budget can be amended by the Board to alter both appropriations and estimated revenues as unforeseen circumstances arise. Division and department heads are authorized to approve appropriation transfers within major objects. Appropriation transfers

between major objects require Board approval. Accordingly, the legal level of budgetary control at which expenditures cannot exceed appropriations for budgeted funds, is at the major object level. With the exception of accounts that have been encumbered, appropriations lapse at year-end.

OCTD Capital Asset Reserve Policy

Each year, OCTA sets aside operating funds for future capital expenditures to support the transit system. The process of establishing the set-aside involves analyzing available grant revenues and capital requirements over the next 20 years to determine the amount that needs to be set-aside in the upcoming budget year.

OCTA's Debt Policy

OCTA's Treasurer is responsible for the sale of debt for the specific OCTA entities that are legally authorized to issue and guarantee debt: Orange County Local Transportation Authority, Orange County Transit District, Service Authority for Freeway Emergencies, and the 91 Express Lanes. OCTA's main objectives in the sale of debt are to:

- Obtain the lowest possible cost of funds for each of OCTA's borrowing programs.
- Obtain the highest possible credit ratings that allow sufficient flexibility.
- Minimize risk exposure to variable rate debt and/or derivatives.
- Maintain the required secondary market disclosure with the rating agencies, institutional, and retail investors.

OCTA's Comprehensive Debt Management Policy contains the policies and the procedures that govern all debt sales. All participants performing services on OCTA's debt sales must comply with the policies and procedures and are expected to consistently perform at a level which provides maximum benefit to OCTA. The Treasurer, after consultation with and approval by OCTA's Finance and Administration Committee, reserves the right to remove any participant from an OCTA transaction or underwriting pool at any time for substandard performance or failure to abide by OCTA's Comprehensive Debt Management Policy. The



Treasurer actively manages all phases of each financing. All decisions related to each transaction are subject to the Treasurer's approval. In order to obtain more details related to OCTA's Comprehensive Debt Management Policy, contact OCTA's Treasury Department.

Basis of Accounting

OCTA's accounting records are maintained in full accordance with Generally Accepted Accounting Principles (GAAP) as established by the Government Accounting Standards Board. The basis for budgeting is also in accordance with GAAP except for certain multi-year contracts, for which the entire amount of the contract is budgeted and encumbered in the year of execution.

All governmental funds use the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (e.g., when they become both measurable and available). "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Expenditures are recorded when the related fund liability is incurred.

Principal and interest on general long-term debt are recorded when payment is due. Those revenues susceptible to accrual are sales taxes collected and held by the state at year-end on behalf of OCTA, intergovernmental revenues, interest revenue, and fines and fees. Property taxes are considered available if they are collected within 60 days after year-end.

In applying the "susceptible to accrual" concept to intergovernmental revenues, there are essentially two types of revenues. In one, monies must be expended on the specific purpose or project before any amounts will be paid to OCTA; therefore, revenues are recognized based upon the expenditures incurred. In the other, monies are virtually unrestricted and are usually revocable only for failure to comply with prescribed compliance requirements. These resources are reflected as revenues at the time of receipt or earlier if the susceptible-to-accrual criterion is met.

OCTA's Capital Replacement Fund

OCTA undertakes a conservative approach to funding its ongoing capital requirements to support the local bus program. This process involves the establishment of a capital replacement fund that is funded each year during the annual budget process. Put simply, OCTA saves for a portion of each of its planned capital assets each year so that when an asset reaches its useful life, OCTA has the cash resources on-hand to replace the asset. This conservative, private sector-style approach affords OCTA the opportunity to maximize revenues for operating purposes by avoiding interest costs associated with debt service payments, protects the operation from wild fluctuations in funds available for service, and ensures that capital assets do not fall into a state of disrepair.

On a periodic basis, OCTA reviews the financial health of each of its programs by developing a long-term financial planning document called the Comprehensive Business Plan (CBP). As part of this process, each program is reviewed over a 20-year horizon. For the bus program, the goal is to determine a financially sustainable level of service and an accompanying capital plan based on anticipated revenues.

Capital requirements are listed at a granular level in the CBP, meaning that OCTA assets are cataloged with an expected cost, depreciation, and an inflation factor. After taking into consideration any expected grant revenues for each asset, OCTA uses these three factors to determine how much in local funding needs to be set aside each year so that each asset can be replaced when it reaches the end of its useful life. For example, a standard 40-foot bus costs approximately \$600,000 and is depreciated over 18 years. If a bus is entirely locally funded, it would mean that \$33,333 ($\$600,000 / 18$ years) would need to be set aside each year to replace that bus after 18 years. This process is applied to each OCTA asset and establishes a total amount of local funds that needs to be set aside each year.

OCTA's Reserve Policy

The Orange County Transportation Authority operates programs whose revenues can be greatly impacted during times of economic uncertainty or recession.



These decreases in revenue can stem from reduced sales tax revenue, reduced fare or toll revenue, or less support from Federal or State sources. As a result, OCTA has a history of maintaining reserves implemented through its Comprehensive Business Plan (CBP) and annual budget process.

OCTA operates three programs: Bus, 91 Express Lanes, and Motorist Services, that are reliant on stable revenue sources and are most immediately impacted during periods of economic uncertainty. Decreases in revenue can produce immediate impacts to their ability to fund operating and capital requirements. As a result, operating and capital reserves can help mitigate the impacts to service levels and the funding of capital projects during times of economic uncertainty. In preparation for future economic downturns, OCTA has formalized a reserve policy for the three programs. The Reserve Policy addresses three reserve categories within each of the programs. The three reserve categories are: operating, capital, and debt.

*California Society of
Municipal Finance Officers*

Certificate of Award

*Operating Budget Excellence Award
Fiscal Year 2019-2020*

Presented to the

Orange County Transportation Authority

For meeting the criteria established to achieve the CSMFO Excellence Award in Budgeting.

January 31, 2020



Steve Heide

Steve Heide
CSMFO President

Yolanda Rodriguez

Yolanda Rodriguez, Chair
Recognition Committee

Dedicated Excellence in Municipal Financial Reporting



Cash Flow Statement - Bus Program

(millions)	2018-19	2019-20	2020-21	2021-22	2022-23	2027-28	2032-33	2037-38
Beginning balance - operating	\$ 49.9	60.6	68.2	71.8	71.7	71.7	25.4	66.1
Cash flows from operating activities:								
Sources of funds:								
Sales tax revenue	159.0	162.5	165.9	169.2	172.6	202.8	239.7	283.3
Federal formula grant 5307	50.4	51.7	53.5	55.3	56.7	66.7	74.0	73.2
Passenger fares	48.4	49.3	49.5	50.4	55.3	66.1	78.0	92.3
State transit assistance	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.6
Property tax revenue	16.9	17.7	18.3	18.9	19.5	23.0	27.1	31.9
Senate Bill 1	16.3	16.3	16.3	16.3	16.3	16.3	16.3	16.3
Miscellaneous revenues	14.9	13.3	13.4	13.4	13.8	13.1	14.5	16.1
Advertising revenue	4.0	4.1	4.2	4.3	4.4	5.0	5.6	6.3
Interest	1.3	1.6	2.0	2.2	2.5	3.4	2.0	3.4
Total sources of funds	\$ 330.9	336.0	342.7	349.6	360.7	416.0	476.8	542.4
Cash flows from operating activities:								
Uses of funds:								
Salaries and benefits	115.3	118.8	122.3	129.0	132.7	155.5	163.2	188.7
Purchased transportation services	92.8	96.1	99.8	101.3	103.3	121.3	140.6	162.1
Administrative service expense	41.1	43.0	45.0	47.1	49.2	61.1	67.6	84.4
Professional services	19.0	19.5	20.0	20.5	21.1	24.4	27.4	30.6
Maintenance, parts and fuel	16.7	17.3	17.9	18.6	19.3	23.7	28.6	34.6
General and administrative	4.1	4.2	4.4	4.5	4.6	5.3	6.0	6.7
Other operating expense	3.2	3.3	3.4	3.5	3.6	4.2	4.8	5.4
Designation to capital	27.9	26.3	26.2	25.2	23.1	28.6	27.2	32.5
Total uses of funds	\$ 320.2	328.4	339.0	349.8	356.9	424.2	465.4	545.1
Net cash provided by operations	\$ 10.7	7.6	3.7	(0.1)	3.8	(8.2)	11.4	(2.7)
Available cash - operating	\$ 60.6	68.2	71.8	71.7	75.5	63.5	36.8	63.4
Beginning balance - capital	\$ 261.9	300.2	322.1	363.5	387.6	337.6	453.6	453.1
Cash flows from capital activities:								
Sources of funds:								
Contribution to capital	27.9	26.3	26.2	25.2	23.1	28.6	27.2	32.5
Federal Formula Grants 5337/5339	8.4	8.6	8.8	8.9	9.1	10.1	11.2	12.3
Senate Bill 1	6.8	7.0	7.1	7.3	7.4	8.3	9.3	10.4
Miscellaneous revenues	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest	4.7	6.1	7.3	9.2	10.7	13.7	18.3	18.4
Total sources of funds	\$ 52.6	47.9	49.4	50.6	50.4	60.6	65.9	73.6
Cash flows from capital activities:								
Uses of funds:								
Capital expenditures	14.3	25.9	8.0	26.5	11.1	42.0	9.6	38.8
Total uses of funds	\$ 14.3	25.9	8.0	26.5	11.1	42.0	9.6	38.8
Net cash provided by capital activities	\$ 38.3	22.0	41.4	24.1	39.3	18.6	56.4	34.8
Available cash - capital	\$ 300.2	322.1	363.5	387.6	426.9	356.2	509.9	487.9



Appendix

Cash Flow Statement - Rail

(millions)	2018-19	2019-20	2020-21	2021-22	2022-23	2027-28	2032-33	2037-38
Beginning balance	\$ 200.7	202.6	194.4	190.8	186.9	146.0	98.5	52.5
Cash flows from operating activities:								
Sources of funds:								
Measure M2 Sales Tax (Project R)	31.2	32.0	32.8	33.6	34.3	41.1	49.5	59.7
Federal Operating Revenue	8.4	10.0	10.0	10.0	7.4	7.4	7.4	7.9
Miscellaneous revenue	7.7	4.6	4.6	5.1	3.1	1.2	1.3	1.5
Total sources of funds	\$ 47.3	46.5	47.3	48.6	44.9	49.7	58.3	69.0
Cash flows from operating activities:								
Uses of funds:								
Subsidy to SCRRA	29.4	29.5	30.9	34.2	34.9	38.6	42.6	46.8
Management fee expense	2.6	2.7	2.8	2.9	3.0	3.7	4.2	5.2
Professional services	6.0	6.6	6.4	6.2	6.0	6.6	7.3	8.0
Repayment of Proposition 116 Funds	3.0	3.0	3.1	3.2	3.3	3.9	4.5	5.2
Other operating expenses	2.1	2.2	2.3	2.2	2.2	2.5	2.8	3.2
Total uses of funds	\$ 43.0	43.9	45.5	48.7	49.4	55.3	61.4	68.4
Net cash provided by operations	\$ 4.3	2.6	1.9	(0.1)	(4.5)	(5.6)	(3.1)	0.6
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	38.6	45.0	34.7	30.6	15.6	3.0	3.3	19.4
Acquisition/construction of capital assets	(42.5)	(57.7)	(42.4)	(37.0)	(22.1)	(10.2)	(11.3)	(28.1)
Principal & interest paid on TECP/bonds	(2.0)	(2.0)	(2.0)	(2.0)	(2.0)	(2.0)	(2.0)	(2.0)
Net cash used by capital and related financing activities	\$ (5.8)	(14.6)	(9.7)	(8.3)	(8.5)	(9.2)	(9.9)	(10.7)
Cash flows from investing activities:								
Interest on investments	3.4	3.8	4.1	4.5	4.8	5.4	3.5	1.7
Net cash provided by investing activities	\$ 3.4	3.8	4.1	4.5	4.8	5.4	3.5	1.7
Net increase/decrease in cash	\$ 1.9	(8.2)	(3.6)	(3.9)	(8.2)	(9.3)	(9.5)	(8.3)
Available cash	\$ 202.6	194.4	190.8	186.9	178.7	136.7	89.0	44.1



Cash Flow Statement - Measure M2

(millions)	2018-19	2019-20	2020-21	2021-22	2022-23	2027-28	2032-33	2037-38
Beginning balance	\$ 725.0	855.9	515.3	483.3	194.8	678.7	870.0	883.6
Sources of funds:								
Sales tax revenue	330.0	338.2	346.7	355.0	363.2	434.7	523.7	631.0
Bond proceeds	348.8	-	398.6	-	199.3	-	-	-
Interest	8.2	5.4	11.8	8.4	4.8	5.7	6.9	8.3
Other revenues (private, local, state, & fed. funding)	210.8	242.8	210.4	236.7	148.2	107.2	15.1	-
Total sources of funds	\$ 897.8	586.5	967.5	600.1	715.5	547.5	545.7	639.3
Debt service								
Gross debt service on TECP/bonds	48.9	47.9	77.3	75.5	90.7	129.2	162.9	178.3
Cash reserve for TIFIA loan	50.0	-	100.0	-	(150.0)	-	-	-
Total debt service payments	\$ 98.9	47.9	177.3	75.5	(59.3)	129.2	162.9	178.3
Program expenditures								
Freeway projects	328.7	503.4	520.8	552.6	406.1	202.2	215.5	127.4
Streets & roads projects	167.4	142.8	140.3	141.7	134.4	114.2	129.4	203.7
Transit projects	151.6	212.2	139.8	96.8	56.2	86.9	114.6	166.1
Environmental cleanup	6.6	6.8	6.9	7.1	7.3	8.7	10.5	12.6
Taxpayer safeguards & audits	7.1	7.3	7.5	7.7	7.8	9.4	11.3	13.6
Non-project related expenditures	6.6	6.8	6.9	7.1	7.3	8.7	10.5	12.6
Total program expenditures	\$ 668.1	879.2	822.2	813.0	619.1	430.1	491.7	536.0
Net cash provided by operations	\$ 130.8	(340.6)	(32.0)	(288.4)	155.7	(11.8)	(108.9)	(75.0)
Available cash	\$ 855.9	515.3	483.3	194.8	350.5	666.9	761.1	808.6



Appendix

Cash Flow Statement - 91 Express Lanes

(millions)	2018-19	2019-20	2020-21	2021-22	2022-23	2027-28	2032-33	2037-38
Beginning balance	\$ 153.2	138.2	136.1	132.2	132.2	116.9	82.9	148.1
Cash flows from operating activities:								
Sources of funds:								
Toll revenue	50.9	54.4	56.2	59.7	63.3	83.5	109.2	127.6
Non-Toll Revenue	6.8	7.3	7.4	7.6	7.7	8.5	9.4	10.4
Total sources of funds	\$ 57.7	61.7	63.7	67.2	71.0	92.0	118.5	137.9
Cash flows from operating activities:								
Uses of funds:								
Management fee expense	2.8	3.0	3.1	3.2	3.4	4.2	5.2	6.4
Professional services	11.4	9.6	9.8	9.5	9.7	11.3	11.9	13.2
General and administrative	2.0	2.0	1.6	1.7	1.7	1.9	2.1	2.3
Other operating expenses	5.5	5.3	5.2	5.4	5.5	6.1	6.7	7.4
Total uses of funds	\$ 21.7	20.0	19.8	19.8	20.3	23.4	25.9	29.4
Net cash provided by operations	\$ 36.0	41.7	43.9	47.4	50.7	68.6	92.6	108.6
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(43.0)	(36.1)	(40.4)	(40.3)	(35.3)	(93.4)	(132.5)	(72.1)
Bond proceeds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Principal & interest paid on bonds	(10.8)	(10.8)	(10.8)	(10.8)	(10.8)	(10.8)	0.0	0.0
Net cash used by capital and related financing activities	\$ (53.8)	(46.9)	(51.2)	(51.1)	(46.1)	(104.2)	(132.5)	(72.1)
Cash flows from investing activities:								
Interest on investments	0.6	0.7	0.7	0.9	1.0	1.9	2.4	2.7
Interest from capital replacement fund	2.2	2.4	2.6	2.9	3.3	3.3	2.1	6.1
Net cash provided by investing activities	\$ 2.8	3.1	3.4	3.8	4.3	5.2	4.4	8.9
Net increase/decrease in cash	\$ (15.0)	(2.1)	(3.9)	0.0	8.9	(30.5)	(35.5)	45.4
Available cash	\$ 138.2	136.1	132.2	132.2	141.1	86.4	47.4	193.5



Cash Flow Statement - SAFE

(millions)	2018-19	2019-20	2020-21	2021-22	2022-23	2027-28	2032-33	2037-38
Beginning balance	\$ 2.1	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Cash flows from operating activities:								
Sources of funds:								
Freeway Service Patrol	3.2	5.0	5.6	5.8	5.4	5.5	6.4	7.5
Callbox	3.0	3.0	3.0	3.0	3.0	3.1	3.2	3.2
Total sources of funds	\$ 6.2	8.0	8.6	8.8	8.5	8.7	9.6	10.7
Cash flows from operating activities:								
Uses of funds:								
Salaries and benefits	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Management fee expense	0.9	0.9	1.0	1.0	1.1	1.3	1.5	1.8
Professional services	6.3	7.0	7.2	7.3	7.4	7.4	8.1	8.9
General and administrative	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other operating expenses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total uses of funds	\$ 7.2	8.0	8.2	8.4	8.5	8.7	9.6	10.8
Net cash provided by operations	\$ (1.1)	(0.0)	0.4	0.5	(0.0)	(0.0)	(0.0)	(0.0)
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(0.1)	0.0	(0.4)	(0.5)	0.0	0.0	0.0	0.0
Net cash used by capital and related financing activities	\$ (0.1)	0.0	(0.4)	(0.5)	0.0	0.0	0.0	0.0
Cash flows from investing activities:								
Interest on investments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net cash provided by investing activities	\$ 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net increase/decrease in cash	\$ (1.1)	(0.0)	(0.0)	0.0	0.0	(0.0)	(0.0)	0.0
Available cash	\$ 1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

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